

BRISBANE AIRPORT POST IMPLEMENTATION
REVIEW ADVISORY FORUM

Quarterly Progress Report – March 2022

January – March 2022

April 2021



Introduction

As Chair of the Brisbane Airport Post Implementation Review Advisory Forum (the Forum), I am pleased to present the Forum's Quarterly Progress Report on activities and progress on achievement of deliverables from January through March 2022, in line with the Terms of Reference. This Report has been prepared, and agreed, by all Forum members.



Ross Musgrove
Chair
Brisbane Airport Post Implementation Review Advisory Forum

Executive Summary

The Brisbane Airport Post Implementation Review Advisory Forum (the Forum) has met three times in the March quarter 2022, including one out-of-session technical briefing. The Forum also completed a site visit to Brisbane Airport to view runway operations on the ground.

The Forum has continued to engage with the community through the March quarter 2022, meeting with key community representative organisations to discuss feedback on the Forum's first Quarterly Progress Report covering the October to December 2021 period (December 2021 Report).

This quarter, the Forum's work has focused on the implementation of the commitments from Airservices Australia (Airservices) and Brisbane Airport Corporation (BAC) as reported in the December 2021 Report.

In particular, the Forum is pleased to note the following progress against a number of recommendations made in the Forum's December 2021 Report:

- Trax International, a UK-based firm was appointed by the Chief Executive Officer of Airservices as an independent specialist technical advisor to review and make recommendations on all aspects considered in the Post Implementation Review;
- the 12-month trial to extend simultaneous opposite directions parallel runway operations (SODPROPS) active operating hours on weekends between 10pm and 8am, and the 12-month trial to remove intersection departures for aircraft departing on the new parallel runway towards residential communities, commenced on 24 February 2022;
- the review and modelling on the Noise Abatement Procedure requiring jet aircraft to remain on the Standard Instrument Departure path until they reach 10-12,000 feet will be completed by 31 March 2022 and is expected to be implemented shortly afterwards, subject to any targeted community consultation that may be required with communities who may be subject to more concentrated overflight resulting from the changes to procedures; and
- development of the safety case to support an application to CASA to increase the tailwind limit to 7 knots is well progressed and is expected to be submitted to CASA for their consideration in April 2022.

Further details on progress on the issues raised in the December 2021 Report is included as an Appendix to this report.

The Forum welcomes the significant work that has been undertaken this quarter by Trax International. The Forum met with Trax International several times in the quarter and thanks Trax International for openly engaging and taking the Forum's input on board.

Trax International's interim report (available on the Engage Airservices website) has identified a significant number of potential improvement opportunities that could deliver better aircraft noise outcomes for Brisbane residents. These opportunities will now be the focus of further analysis by Airservices and BAC, in conjunction with Trax International and in consultation with the community and industry stakeholders. The Forum is of the view that the opportunities identified by Trax International can lead to significantly better outcomes for affected residents.

The Forum looks forward to Trax International and Airservices engaging with, and seeking input from, the community on these opportunities in May and June 2022.

The Forum thanks all stakeholders that have taken the time to continue to engage with the Forum in the March quarter 2022.

Background

On 24 September 2021, the Deputy Prime Minister and Minister for Transport, Infrastructure and Regional Development announced the establishment of the Brisbane Airport Post Implementation Review Advisory Forum (the Forum) in recognition of significant community interest in aircraft operations around Brisbane Airport.

The independent, community-oriented Forum was established specifically to provide advice and feedback to Airservices Australia on matters relating to its Post Implementation Review (PIR) of Brisbane Airport's new airspace operations following the opening of the new parallel runway.

Under the Terms of Reference, the Forum is required to report quarterly to the Minister for Infrastructure, Transport and Regional Development on its activities and progress on achievement of deliverables, which includes:

- Provide relevant, constructive and evidence-based feedback to Airservices on its PIR documentation in relation to community impacts ahead of and post broader community consultation phases.
- Provide considered and constructive input to Airservices on community engagement methodologies for the PIR and options for improvement.
- For the PIR, provide considered, constructive and evidence-based input from a whole of community perspective to Airservices in relation to:
 - a. airspace management procedures and flight paths at Brisbane Airport, and
 - b. possible options to improve noise sharing across the Brisbane community, having regard to historical and forecast noise impacts on communities from both legacy flight paths and new flight paths arising from the NPR.

The Forum's Quarterly Progress Report for October to December 2021 was released on 19 January 2022 and is available at <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/airports/brisbane-airport-post-implementation-review-advisory-forum>.

Summary of activity

The Forum met on the following dates:

- Monday 31 January 2022 – Meeting #7
- 9 February 2022 – out of session briefing – Brisbane Airport site visit
- Tuesday 8 March 2022 – Meeting #8 (rescheduled from Monday 28 February 2022 due to Brisbane floods)
- Monday 21 March 2022 – out of session briefing with Trax International

Since 1 January 2022, the Forum has met with officials / representatives from:

- Brisbane Flight Path Community Alliance
- Upper Brookfield and Brookfield community
- Airservices Australia (Airservices)
- Brisbane Airport Corporation (BAC)
- Trax International
- Department of Infrastructure, Transport, Regional Development and Communications

Minutes from the BAPAF meetings are available at <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/airports/brisbane-airport-post-implementation-review-advisory-forum>.

References and attachments

Appendix – Update on issues and recommendations in the BAPAF Quarterly Progress Report – October-December 2021

Attachment A – Letter from Airservices Australia CEO, 14 February 2022

Attachment B – Letter from Executive General Manager, Communications and Public Affairs,
Brisbane Airport Corporation, 8 March 2022

Appendix

Progress on issues identified in the BAPAF Quarterly Report, October-December 2021

Item	Issue/matter raised	Forum response – December quarterly report	Update – as at 31 March 2022
0.		<p><i>From Executive Summary:</i> Given these undertakings from Airservices Australia and Brisbane Airport Corporation to the Forum to introduce a number of measures that are likely to benefit affected residents, the Forum recommends that Airservices Australia focuses on implementing these operational changes at Brisbane Airport as a priority outside of the Post Implementation Review process. This may require Airservices Australia to reconsider the sequencing of forthcoming steps under the Post Implementation Review, including community consultation workshops scheduled to be held in February and March 2022.</p>	<p>Airservices Australia has advised the Forum that Airservices have decided to re-sequence the planned community engagement workshops as part of the Brisbane Airspace PIR. Airservices plans to defer the workshops that were to be hosted later in February and throughout March to May/June 2022. This will allow for the outcomes of the work being conducted by Trax to be published and available for the community.</p> <p>In the interim, Airservices has advised the Forum they will continue to engage with the community through updates via the Engage Airservices portal including requesting feedback on the trials and other short-term measures.</p> <p>The Forum supports this step by Airservices.</p> <p>(Source: Airservices letter to BAPAF Chair, 14 February 2022)</p>
1.	Concerns about a lack of adequate engagement and/or inaccurate information provided by Brisbane Airport Corporation and/or Airservices Australia about changes to flight paths as a result of the new parallel runway.	<p>The Forum agrees with these concerns.</p> <p>Based on the submissions and briefings provided, the Forum notes consistent and significant concerns from the community on the adequacy and accuracy of engagement on changes to airspace and noise impacts associated with the new parallel runway, despite a significant public engagement campaign run by BAC.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise of aircraft operations on the Brisbane community.</p>	Refer to update at Item 11 .

Item	Issue/matter raised	Forum response – December quarterly report	Update – as at 31 March 2022
2.	Concerns the content of the 2007 New Parallel Runway Major Development Plan / Environmental Impact Statement (MDP/EIS) prepared by Brisbane Airport Corporation was flawed.	<p>The Forum notes these concerns.</p> <p>Based on briefings provided, the Forum understands the 2007 MDP/EIS was drafted by BAC and based on legislative requirements, technology and information available at that time. The operational plan was required to be approved closer to the runway opening. The Forum has not considered the adequacy of the 2007 MDP/EIS document as this is outside the scope of the Forum’s Terms of Reference.</p> <p>However, the Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community. This should include the development of, and consultation on, comprehensive environmental assessments for any new flight paths or airspace changes developed through the PIR.</p>	Refer to update at Item 11 .
3.	Concerns that the airspace design implemented differed from the operating plan set out in the 2007 MDP/EIS.	<p>The Forum notes these concerns.</p> <p>Airservices has committed to review the forecast noise levels in the Airservices Environmental Assessment of the final airspace changes approved in 2018 and 2019, against actual aircraft movements and noise levels following the opening of the new parallel runway.</p> <p>This data will inform potential and feasible changes to airspace design through the PIR.</p>	Airservices Australia have advised the Forum that comparison data will be made available by the end of April 2022.
4.	Concerns that the Brisbane Airport Flight Path Tool website contains information that indicates the number of noise events expected on any given day is lower than actually experienced.	<p>The Forum agrees with these concerns.</p> <p>Airservices has committed to pursue changes to target the 2007 EIS/MDP flight number and noise event forecasts.</p> <p>The Forum also recommends that BAC review their online Flight Path Tool to ensure it is accurately reflecting actual activity.</p>	<p>Brisbane Airport Corporation has advised the Forum that the information contained in the Brisbane Airport Flight Path Tool was based on aircraft movement and noise modelling for the opening of the new parallel runway. The Tool, and the Brisbane Airport website, both advise users that the Tool does not contain actual aircraft operational data, which can be found on the Airservices Australia website.</p> <p>BAC has advised the Forum the Tool will be updated as part of the next Master Plan process.</p> <p>(Source: BAC letter to BAPAF Chair, February 2022)</p>

Item	Issue/matter raised	Forum response – December quarterly report	Update – as at 31 March 2022
5.	Concerns about the volume of flights landing or departing over the city, particularly during peak air travel periods (6-8am weekdays and early evenings), particularly from but not limited to residents of suburbs under flight paths utilising the new runway.	<p>The Forum agrees with these concerns.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community, including maximising over the Bay operations, when safe to do so.</p>	Refer to update at Item 11 .
6.	Concerns that providing noise relief for communities impacted by new flight paths will reduce noise sharing and push aircraft operations back to legacy runway communities.	<p>The Forum recognises these concerns.</p> <p>The Forum agrees that the PIR should focus on options that minimise noise impacts for all affected communities, rather than options that would shift noise back to legacy runway communities.</p>	Refer to update at Item 11 .
7.	<p>Concerns that Airservices is conducting a review of airspace design that they were responsible for developing.</p> <p>Calls for an independent review of airspace design.</p>	<p>The Forum supports an independent review into Brisbane airspace design.</p> <p>Airservices has informed the Forum of the appointment of an independent specialist advisor with the remit to review and make recommendations on all aspects considered by the PIR. Reports developed by the independent advisor will be made available to the public.</p>	<p>The Airservices Australia CEO and Board appointed Trax International (Trax) as an independent specialist advisor in December 2021. (Source: Airservices letter to BAPAF Chair, 14 February 2022)</p> <p>The Forum has met with Trax several times since their appointment and welcomes the progress made by Trax in their review to date. The Forum supports further consideration of the initial potential improvements identified by Trax in their interim report, including consultation with industry and community stakeholders.</p>

Item	Issue/matter raised	Forum response – December quarterly report	Update – as at 31 March 2022
8.	Concerns about a lack of cooperation and ownership of issues between Government agencies responsible for aviation, and BAC	<p>The Forum agrees with these concerns.</p> <p>The Forum considers there could be better communication and cooperation between all Government agencies with an interest in the Airservices Post Implementation Review, as well as BAC.</p>	<p>The Forum has been advised that Airservices Australia, the Department of Infrastructure, Transport, Regional Development and Communications, and Brisbane Airport Corporation are regularly engaging on the Airservices Post Implementation Review and the Forum’s recommendations. The entities are also engaging with other organisations with an interest in the PIR including the Department of Defence and Civil Aviation Safety Authority when required. Airservices has requested all entities have representation at the community workshops now planned for May/June 2022 to respond to areas of community interest relevant to their remit.</p>
9.	Concerns about the impact of aircraft emissions pollution on the environment, and particularly on water supply for residents in the Samford Valley, Brookfield and Upper Brookfield regions.	<p>The Forum notes these concerns and recommends quarterly random water tank sampling in the Samford Valley, Brookfield and Upper Brookfield regions.</p> <p>The Forum is seeking further information and assessment on the potential impact of aircraft emissions on water supplies.</p>	<p>The Australian Government is considering this recommendation.</p> <p>(Source: Department of Infrastructure, Transport, Regional Development and Communications)</p>
10.	Concerns about the impact of aircraft noise on human health and children’s education.	<p>The Forum notes these concerns.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the Brisbane community.</p>	<p>Refer to update at Item 11.</p>
11.	Concern that the remit of the Airservices Australia Post Implementation Review is too restrictive.	<p>The Forum agrees that the PIR should not be limited in its review of the airspace design for Brisbane Airport but notes that the PIR cannot consider issues frequently raised by the community for which Airservices has no regulatory responsibility.</p> <p>The Forum notes the draft Terms of Reference for the Airservices PIR was amended following the first round of community consultation to include consideration of additional areas of focus.</p>	<p>The Airservices Australia CEO has re-affirmed his commitment to the Forum, that Airservices will consider all options to minimise the impact of aircraft operations on the Brisbane community in an open and transparent manner.</p> <p>(Source: Airservices letter to BAPAF Chair, 14 February 2022)</p> <p>The Forum is pleased to note a number of the specific examples Airservices committed to consider and set out in the Forum’s December Quarterly Progress Report have been identified as potential opportunities for further consideration in the Trax interim report. The Forum supports further work on these potential opportunities, including consultation with the community and other stakeholders on the identified opportunities, and to determine whether these opportunities can be progressed to implementation.</p>

Item	Issue/matter raised	Forum response – December quarterly report	Update – as at 31 March 2022
		<p>The Forum has sought commitments from Airservices to genuinely consider all potential and feasible options to minimise the impact from aircraft operations on the Brisbane community.</p> <p>Airservices have committed to consider a number of further potential measures to address noise impacts, including:</p> <ul style="list-style-type: none"> • opportunities to concentrate flight path operations over less densely-populated areas; • opportunities to alter the jet departure from Runway 19R to reduce the communities overflown that are also overflown by the jet arrival for Runway 01L; • runway operations; and • options for noise sharing and respite, including radar vectoring. <p>The Forum notes the airlines and industry support reviewing flight paths and runway operations.</p> <p>The Forum recognises some of these proposals may move noise to new communities through design of alternative flight paths, which will require environmental assessments and significant community consultation.</p> <p>The Forum reserves its position on concerns raised on matters outside of Airservices’ remit until the outcomes and impact of changes through the trials proposed by BAC and the PIR are known (see below).</p>	
12.	Calls for the development of a new Environmental Impact Statement	<p>The Forum supports the development of, and consultation on, a comprehensive environmental assessment for any new flight paths or airspace changes developed through the PIR.</p> <p>Based on briefings provided, the Forum is advised that an environmental impact statement is a project approval document. The EIS for the new parallel runway related to the approval for construction of the runway.</p>	Refer to update at Item 3 .

Item	Issue/matter raised	Forum response – December quarterly report	Update – as at 31 March 2022
		<p>The Forum understands that the Airservices Australia PIR will consider actual noise levels against those modelled in Airservices’ environmental assessment of the final flight path design, which were completed in 2018/19.</p>	
13.	<p>Calls to increase the number of flights arriving and departing over Moreton Bay, in particular through:</p> <ul style="list-style-type: none"> <li data-bbox="212 662 485 781">– Extending SODPROPS active operating hours beyond current 10pm-6am timeframe <li data-bbox="212 878 485 964">– Increasing permissible tailwind limit above five knots 	<p>The Forum supports this proposal for immediate implementation.</p> <p>The Forum agrees there is merit in BAC and Airservices submitting an application to CASA to increase the tailwind limit.</p> <p>BAC has proposed a 12-month trial to extend SODPROPS active operating hours on weekends to assess operational impacts and benefits to the community of doing so, and to determine longer-term options. Extended active SODPROPS operating hours on weekends will be subject to demand not exceeding 45 movements per hour. Airservices Australia is supportive of the trial. The Forum is supportive of this proposal.</p> <p>Based on briefings provided, the Forum understands that an increase to the 5 knot tailwind limit may enable an increased number of flights to land or depart over Moreton Bay, reducing flights overland. The Civil Aviation Safety Authority (CASA) is responsible for assessing applications to increase the tailwind limit and considers a number of factors, with safety of aircraft operations the key priority. CASA did not approve an application by BAC to increase the permissible tailwind to 10 knots.</p> <p>The Forum has been advised that BAC and Airservices will submit an application to increase the tailwind limit to 7 knots. The Forum is supportive of this proposal where it can be safely implemented, noting CASA is the decision-maker.</p>	<p>Airservices Australia has advised the Forum that the 12-month trial to extend SODPROPS active operating hours on weekends between 10pm and 8am at Brisbane Airport commenced on 24 February 2022.</p> <p>(Source: Airservices letter to BAPAF Chair, 14 February 2022)</p> <p>Airservices has also advised the Forum that Airservices is reviewing opportunities to extend SODPROPS operations further including 8pm-10pm on weekdays and Saturday afternoons subject to being safe and feasible.</p> <p>Airservices has advised the Forum that the development of the safety case to support an application to CASA to increase the tailwind limit to 7 knots is well progressed and is expected to be submitted to CASA for their consideration in April 2022.</p>

Item	Issue/matter raised	Forum response – December quarterly report	Update – as at 31 March 2022
14.	Calls to improve or introduce new noise abatement procedures utilised at Brisbane Airport.	<p>The Forum supports this proposal for immediate implementation.</p> <p>The Forum expects genuine consideration of all potential and feasible options to minimise the impact of noise from aircraft operations on the community, including improvements to noise abatement procedures where available.</p> <p>BAC has advised the Forum they will work with Airservices to introduce a Noise Abatement Procedure requiring jet aircraft to remain on the Standard Instrument Departure path until they reach 10-12,000 feet, which will ensure jet aircraft use the published departure flight path corridors communicated to the public prior to the runway opening.</p>	<p>Airservices Australia has advised the Forum that Airservices are finalising a review of current Standard Instrument Departure (SID) operations at Brisbane Airport to determine the circumstances in which aircraft are currently be directed off the SID prior to reaching 10,000 feet, and modelling on noise impacts that may require further consultation.</p> <p>Airservices Australia has advised the Forum that the Noise Abatement Procedure technical analysis will be completed, and the Noise Abatement Procedure prepared, by 31 March 2022. Targeted consultation may be required with communities who may be subject to more concentrated overflight resulting from the changes to procedures. The procedures will be implemented following community consultation.</p>
15.	Calls to end intersection departures.	<p>The Forum supports this proposal.</p> <p>BAC has proposed a 12-month trial to remove intersection departures for aircraft departing on the new parallel runway towards residential communities to assess operational impacts and benefits to the community of doing so, and to determine longer-term options. Airservices Australia is supportive of the trial.</p>	<p>Airservices Australia has advised the Forum that the 12-month trial to remove intersection departures at Brisbane Airport for aircraft departing on the new parallel runway towards residential communities commenced on 24 February 2022.</p> <p>(Source: Airservices letter to BAPAF Chair, 14 February 2022)</p>

Item	Issue/matter raised	Forum response – December quarterly report	Update – as at 31 March 2022
16.	Calls to reconsider the compass parallel runway operation used at Brisbane Airport.	<p>The Forum supports this proposal.</p> <p>The Forum has emphasised the importance of considering the potential impacts of different parallel runway operations and operating models to BAC and Airservices. Airservices have committed to consider a number of measures to address noise impacts, including:</p> <ul style="list-style-type: none"> • Preferred runway and mode priority at different times of the day; • Climb gradients and early turn options; • Review distribution of movements on Instrument Landing System (ILS) and Required Navigation Performance (RNP) paths. <p>The Forum also recommends that Airservices and BAC expedite the implementation of Ground Based Augmentation System (GBAS) navigation, to ensure the airport and industry can operate using contemporary technology while the community may benefit from more precise navigation tools that can reduce noise pollution.</p> <p>Any changes to flight paths would require environmental assessments and community consultation.</p> <p>The Forum notes the airlines and industry support reviewing flight paths and runway operations.</p>	<p>The Forum is pleased to note a number of the specific examples Airservices committed to consider and set out in the Forum’s December Quarterly Progress Report have been identified as potential opportunities for further consideration in the Trax interim report. The Forum supports further work on these potential opportunities, including consultation with the community and other stakeholders on the identified opportunities, and to determine whether these opportunities can be progressed to implementation.</p>
17.	Calls to revoke approval for current airspace operating plan.	<p>The Forum does not support this proposal.</p> <p>The Forum believes the intent of this proposal from members of the community is to seek a complete redesign of Brisbane airspace.</p> <p>The Forum agrees that the PIR should not be limited in its review of the airspace design for Brisbane Airport to existing flight paths (see above), noting that Brisbane Airport needs to remain operational.</p>	No further action will be undertaken by the Forum on this issue.

Item	Issue/matter raised	Forum response – December quarterly report	Update – as at 31 March 2022
18.	Calls to amend the RAAF Amberley protected airspace.	<p>The Forum notes this proposal.</p> <p>The Forum notes Airservices has undertaken to raise community’s views on Amberley protected airspace with the Department of Defence and advise the community of the outcome of these discussions.</p>	<p>The Forum has been advised by Airservices Australia that Airservices have been engaging with the Department of Defence in relation to the Amberley Restricted Airspace.</p> <p>Trax International has also identified tweaks to Amberley airspace as a potential opportunity in their interim report.</p> <p>The Forum understands this issue is subject to further consideration.</p>
19.	Calls to amend the <i>Airservices Act 1995</i> to better protect communities from the impacts of aircraft operations, particularly noise.	<p>The Forum notes this proposal.</p> <p>The Forum has not considered the need for amendments to the <i>Airservices Act 1995</i>. Amendments to the <i>Airservices Act 1995</i> could have broad implications to aviation operations Australia-wide and is outside the scope of the Forum’s Terms of Reference.</p> <p>However, the Forum supports the Australian Government’s commitment to aviation regulatory reform set out in their Aviation Recovery Framework released on 20 December 2021.</p>	No further action will be undertaken by the Forum on this issue.
20.	Calls for airport demand management measures such as night curfews for passenger flights or movement caps.	<p>Position reserved.</p> <p>The Forum reserves its position on the need for demand management measures until noise improvements achieved from immediate measures proposed by BAC, and the outcomes of changes committed to through the Airservices PIR, are known.</p>	The Forum’s position on this matter remains reserved.
21.	Calls for ministerial directive to require Airservices to conduct operations at Brisbane Airport in a particular way (e.g. an operating plan similar to the Long Term Operating Plan at Sydney Kingsford-Smith Airport).	<p>Position reserved.</p> <p>The Forum reserves its position on the need for demand management measures until noise improvements achieved from immediate measures proposed by BAC, and the outcomes of changes committed to through the Airservices PIR, are known. If changes result in positive outcomes and reduction of noise impacts on the community, a ministerial directive may not be required.</p>	The Forum’s position on this matter remains reserved.

Mr Ross Musgrove
Chair
Brisbane Airport Post Implementation Review Advisory Forum
BY EMAIL – BAPAF@infrastructure.gov.au

Dear Mr Musgrove 

Update on the implementation of short-term measures

I am writing to provide the following update on the progress of the short-term measures that were mentioned in the Forum's October-December 2021 Quarterly Progress Report.

Appointment of an independent specialist advisor with the remit to review and make recommendations on all aspects of the PIR.

Trax International (Trax) was appointed in December 2021. Trax is a United Kingdom based firm and has a team of experts with backgrounds including aviation regulation, air traffic management, economics, community engagement and aerodrome operations. Trax provides services to over 30 clients across 10 countries with demonstrated experience delivering airspace change initiatives at some of the world's busiest airports, including London's Heathrow airport.

Trax have commenced their review activities, including a visit to Australia in the first two weeks of February, during which they sought to understand the airspace operations, current design, and community issues, to assist in their challenging and identifying of both near term and longer term noise improvement opportunities.

Trax will continue to engage with the Forum and keep you updated on their work.

A 12-month trial to extend simultaneous opposite direction parallel runway operations (SODPROPS) active operating hours on weekends between 10pm and 8am

This trial will commence on 24 February 2022.

Once the trial is in operation, we will complete further modelling of traffic levels and weather data to determine if opportunities to extend SODPROPS operations to other times of the day are also possible.

A 12-month trial to remove intersection departures for aircraft departing on the new parallel runway towards residential communities

This trial will also commence on 24 February 2022.

Noise monitors located at the runway end at Hamilton, Bulimba and New Farm, will be utilised to confirm noise outcomes. Engagement with the community will also aim to confirm the extent of improvements observed. We will review and report on the trial on a quarterly basis.

Introducing a Noise Abatement Procedure requiring jet aircraft to remain on the Standard Instrument Departure path until they reach 10,000 to 12,000 feet

We are finalising a review of current Standard Instrument Departure (SID) operations to determine the circumstances in which aircraft are currently being directed off the SID prior to reaching 10,000 feet, as well as noise modelling of current operations and the proposed Noise Abatement Procedure (NAP) operations to determine if the NAP will concentrate noise over any community, thus potentially requiring direct engagement with these communities.

The review and modelling work will be completed by the end of February 2022, and we will share the outcomes with the Forum. The NAP will be developed for implementation by the end of March 2022, following any consultation with industry and engagement with the community.

Community engagement sequencing

In consideration of the Forum's recommended approach to focus on the short-term operational changes as a priority and review the sequencing of the forthcoming steps of the Post Implementation Review, we have decided to re-sequence the planned community engagement workshops.

We plan to defer the workshops that were to be hosted later this month and throughout March to May/June 2022. This allows for the outcomes of the work being conducted by Trax to be published and available for the community.

In the interim, we will continue to engage with the community through updates via our Engage Airservices portal including requesting feedback on the trials and other short-term measures.

We will release an update later this week advising of the re-sequenced engagement timing, including an update on the implementation of the short-term opportunities. We will also release the findings of our COVID-19 affected operations review.

We are mindful that the resequencing of the workshops is a shift away from our previous advice to the community, however conducting the workshops with the short-term improvement opportunities well underway and the outcomes of the work being conducted by Trax being available would be of greater value to the community.

I would like to reaffirm my commitment that Airservices will, in an open and transparent way, consider all options and progress those options that have been assessed as being safe and feasible.

Please do not hesitate to contact me if you require any further information. I look forward to meeting with you and the other Forum members in Brisbane later this month.

Yours sincerely,



Jason Harfield
Chief Executive Officer

14 February 2022



ATTACHMENT B

Tuesday, 8 March 2022

Mr Ross Musgrove
Chair
Brisbane Airport PIR Advisory Forum

By Email: bapaf@infrastructure.gov.au

Dear Ross

BAPAF Recommendation: BAC review their online Flight Path Tool to ensure it is accurately reflecting actual activity

The Brisbane Airport Flight Path Tool was developed to provide community members with information regarding the expected operations of Brisbane Airport from the date of opening of the new runway in July 2020.

The information contained in the Tool was based on aircraft movement and noise modelling derived from the global standard for airport noise modelling, and the Concept of Operations for the new parallel runway system agreed between Airservices Australia and Brisbane Airport Corporation.

Once the new runway opened, BAC updated the Tool, and the BNE website, to include clear and prominent messaging that the Tool did not contain actual flight movement and noise data but that this could be found on the Airservices' *'Aircraft in Your Neighbourhood'* website. This website is the official site for all actual operational data for airports around Australia. Links to this website were also provided and evidence of this is included below.

Under the Airservices Act, it is the responsibility of Airservices Australia to provide information on actual operations to the community and BAC does not have access to the real time and actual movement data that would allow it to provide this through its Flight Path Tool.

BAC has maintained its Flight Path Tool as it does still provide the community with long-term forecasts of movements and noise impacts and is a central part of our community engagement. The Tool will be updated in the coming year or so to ensure it is able to fulfil BAC's obligations through its next Master Planning process.

BAC acknowledges the Forum's interest in the provision of easily accessible, accurate noise data to the community and will continue to direct the community to the nationally recognised source for that information, Airservices' *'Aircraft in Your Neighbourhood'* website.

Yours sincerely

Rachel Crowley
Executive General Manager, Communications and Public Affairs

Aircraft in your neighbourhood

For detailed information on current flight paths, actual aircraft movements and historical data in your location, visit the Airservices Australia [Aircraft in your neighbourhood](#) website.

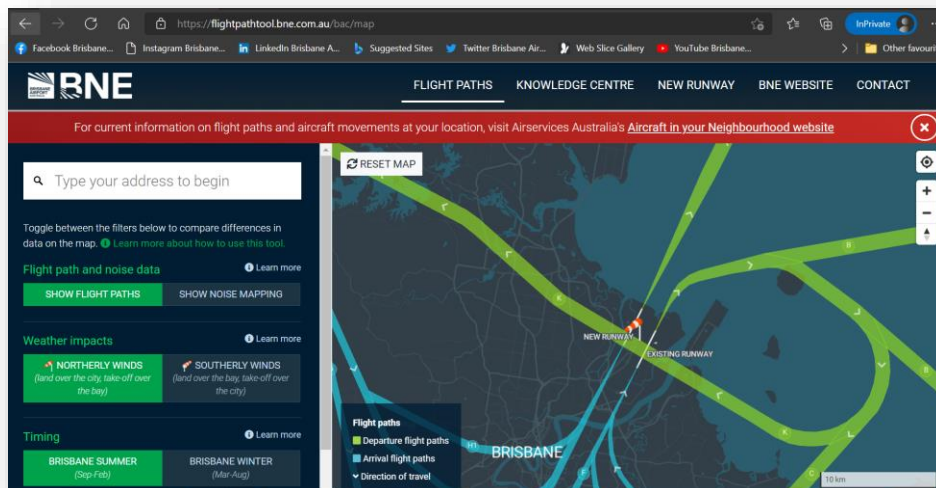
[AIRCRAFT IN YOUR NEIGHBOURHOOD](#)

Flight Path Planning Tool

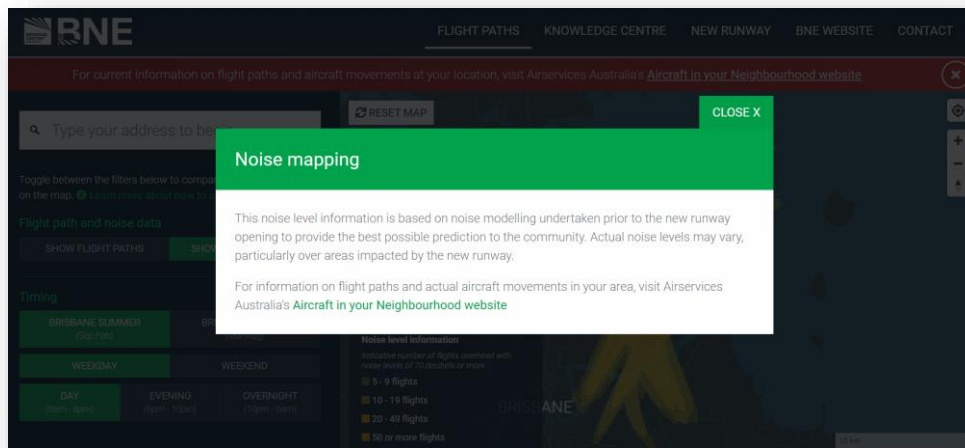
The Brisbane Airport flight path information tool shows the jet arrival and departure flight paths from Brisbane Airport and modelled noise mapping for jet and non-jet arrivals and departures, highlighting areas expected to be affected by aircraft noise of 70 decibels or more.

Note: *the noise information provided in this tool is based on noise modelling undertaken prior to runway opening to provide the best possible prediction to the community and actual noise levels may vary, particularly over areas impacted by the new runway.*

[FLIGHT PATH TOOL](#)



The screenshot shows the website interface for the Flight Path Planning Tool. At the top, there is a navigation menu with links for 'FLIGHT PATHS', 'KNOWLEDGE CENTRE', 'NEW RUNWAY', 'BNE WEBSITE', and 'CONTACT'. Below the navigation is a search bar with the placeholder text 'Type your address to begin'. To the right of the search bar is a 'RESET MAP' button. The main content area is divided into several sections: 'Flight path and noise data' with buttons for 'SHOW FLIGHT PATHS' and 'SHOW NOISE MAPPING'; 'Weather impacts' with buttons for 'NORTHERLY WINDS' and 'SOUTHERLY WINDS'; and 'Timing' with buttons for 'BRISBANE SUMMER' and 'BRISBANE WINTER'. On the right side, there is a map showing flight paths around Brisbane, with labels for 'NEW RUNWAY' and 'EXISTING RUNWAY'. A legend at the bottom right of the map indicates 'Departure flight paths' (green), 'Arrival flight paths' (blue), and 'Direction of travel' (arrow). The browser's address bar shows the URL 'https://flightpathtool.bne.com.au/bac/map'.



RNE FLIGHT PATHS KNOWLEDGE CENTRE NEW RUNWAY BNE WEBSITE CONTACT

For current information on flight paths and aircraft movements at your location, visit Airservices Australia's [Aircraft in your Neighbourhood website](#)

Type your address to be... RESET MAP CLOSE X

Noise mapping

This noise level information is based on noise modelling undertaken prior to the new runway opening to provide the best possible prediction to the community. Actual noise levels may vary, particularly over areas impacted by the new runway.

For information on flight paths and actual aircraft movements in your area, visit Airservices Australia's [Aircraft in your Neighbourhood website](#)

Noise level information
Indicates number of flights estimated with noise levels at 20 decibels or above.

- 5 - 9 flights
- 10 - 19 flights
- 20 - 49 flights
- 50 or more flights

Toggle between the filters below to compare on the map. [Learn more about how to use the map.](#)

Flight path and noise data

SHOW FLIGHT PATHS SHOW NOISE DATA

Timing

BRISBANE SUMMER (20-24)

WEEKDAY WEEKEND

DAY (10am-6pm) EVENING (6pm-10pm) OVERNIGHT (10pm-6am)