

Noise Action Plan for Brisbane

Brisbane Airport Community Airspace
Advisory Board Presentation

Meeting 6

20 November 2024

Program update

1. Actions from previous meetings
2. Status update
3. AAB Meeting Action 2.6a – examine ATC operations



Noise Action Plan for Brisbane

Package One – Strong, transparent and representative governance (Development and implementation Q1/2 2023)

Recommendation 1.1 – Oversight, management and assurance program: Airservices will support government and other stakeholders in the establishment of oversight, management and coordination functions to support flight path change delivery, as well as development of assessment frameworks and independent assurance mechanisms.

Recommendation 1.2 – Industry-wide communications planning: Airservices will work with industry stakeholders, government and community to develop effective communications plans supported by all relevant organisations and agencies, to ensure that information provided is consistent, clear and transparent.

Recommendation 1.3 – Meaningful engagement process: Airservices will work with government, community and industry stakeholders to develop effective community engagement plans and tools, to ensure communities are adequately engaged, have the opportunity to input to decision-making and that the metrics used to make decisions are understood and transparently reported against.

Recommendation 1.4 – Long-term Noise Action Plan: Airservices proposes the recommendations in this report form the initial version of the Noise Action Plan. This plan will implement noise mitigation measures which are well-planned, tracked, reported against, and supported by community and industry stakeholder involvement.

Package Two – Maximise flights over the water (Development and implementation in 2023)

Recommendation 2.1 - ATC Operating Plan to extend the use of SODPROPS: Airservices will develop an ATC Operating Plan, examine options to extend the use of SODPROPS and implement associated design enhancements.

Recommendation 2.2 - Reduce ATC workload and complexity associated with SODPROPS: Airservices will engage with Defence in relation to Amberley airspace, ATC procedures and specific flight paths that constrain SODPROPS operations.

Recommendation 2.3 - Modify specific SODPROPS flight paths and ATC procedures: Airservices will review options to reduce track miles and emissions associated with SODPROPS operations, update ATC procedures to optimise final approach efficiency and review options to reduce the impact of over water operations on affected communities.

Recommendation 2.4 – Reduce the impact of overnight operations on communities.

Package Three – Reduce the frequency and concentration of flights over communities (Development during 2023 and implementation in 2024)

Recommendation 3.1 – Reduce the frequency and concentration of flights over communities: Airservices will develop options for departure and arrival paths over the city to allow for noise-sharing and to reduce the occurrence of communities being subject to both arrival and departure operations. Airservices will also develop options to reduce the impact on communities of non-jet tactical operations, flight paths further from the airport, merge points and hold downs. In addition, Airservices will introduce opportunities for greater use of advanced navigation technology where this improves community noise outcomes.

Package Four – Optimise the performance of the wider Brisbane airspace system (Development in 2023 and 2024, implementation from 2025)

Recommendation 4.1 – Introduce noise sharing through new operating modes: Airservices will develop options to connect flight paths to all runway ends to provide greater flexibility for noise sharing, and investigate a range of modes, including segregated and semi-mixed modes, to provide periods of respite for communities.

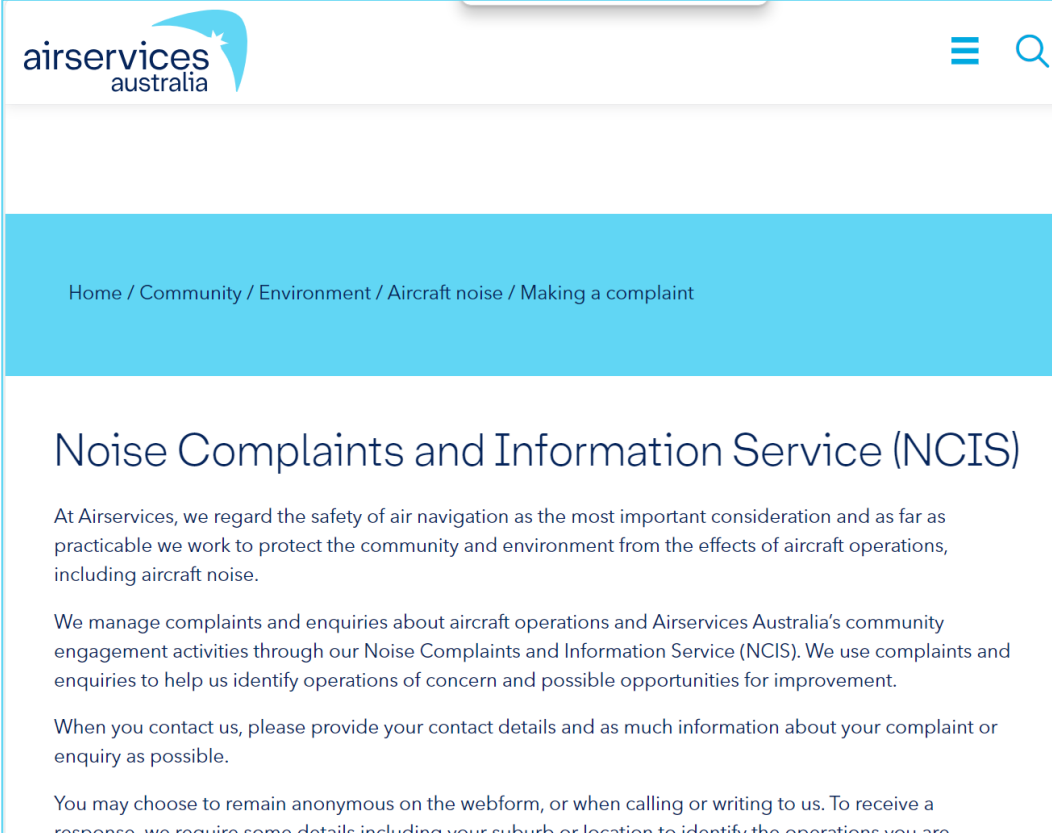
Recommendation 4.2 - Introduce multiple arrival routes over the city: Airservices will develop options for multiple arrival routes which can be alternated on a planned schedule to provide respite to communities. This will be completed in parallel with an already planned IT system upgrade.

1. Actions from previous meetings

No.	Action	Response
1.11	AAB to work with Brisbane Airport Corporation (BAC) and Airservices on how to better provide information and data on expected aircraft movements, and previous and proposed impacts.	<p><i>Airservices met with David Diamond to discuss requirements</i></p> <p><i>Airservices has produced a current movement data using BFPCA's flight path diagram as a base</i></p> <p><i>BAC reviewing against Master Plan projections to produce forward forecasts</i></p> <p><i>Anticipate providing before the end of November 2024</i></p>
2.6a	Airservices to undertake a process to examine Air Traffic Control operations to determine whether opportunity exists to improve practice.	<i>Included in this presentation</i>
3.8	Industry representatives to update the AAB on any progress to develop metrics under the Noise Action Plan for Brisbane.	Metrics to be developed after preferred options are identified
4.1	Stephen Muller to provide questions for Airservices' written response via the Secretariat. Airservices has provided a written response. Further discussion to occur between Stephen and Airservices out of session.	Airservices requested clarification from Mr Muller on specific information to be discussed. Awaiting response
5.2	Airservices to provide the AAB with design concepts ahead of release to the community to test community sentiment and take early feedback.	<i>Discussion this meeting</i>
5.4	Mr Diamond's questions regarding SODPROPS	<i>Email response provided</i>

1. Actions from previous meetings

No.	Action	Response
2.14	Secretariat to organise an out of session meeting between the Chair and Airservices to discuss the NCIS complaints reporting.	<i>Chair and Airservices have met. Airservices is redrafting content of NCIS landing page. AAB members are invited to review and provide feedback following this meeting.</i>



The screenshot shows the Airservices Australia website. At the top left is the logo, and at the top right are a menu icon and a search icon. Below the logo is a breadcrumb trail: Home / Community / Environment / Aircraft noise / Making a complaint. The main heading is "Noise Complaints and Information Service (NCIS)".

At Airservices, we regard the safety of air navigation as the most important consideration and as far as practicable we work to protect the community and environment from the effects of aircraft operations, including aircraft noise.

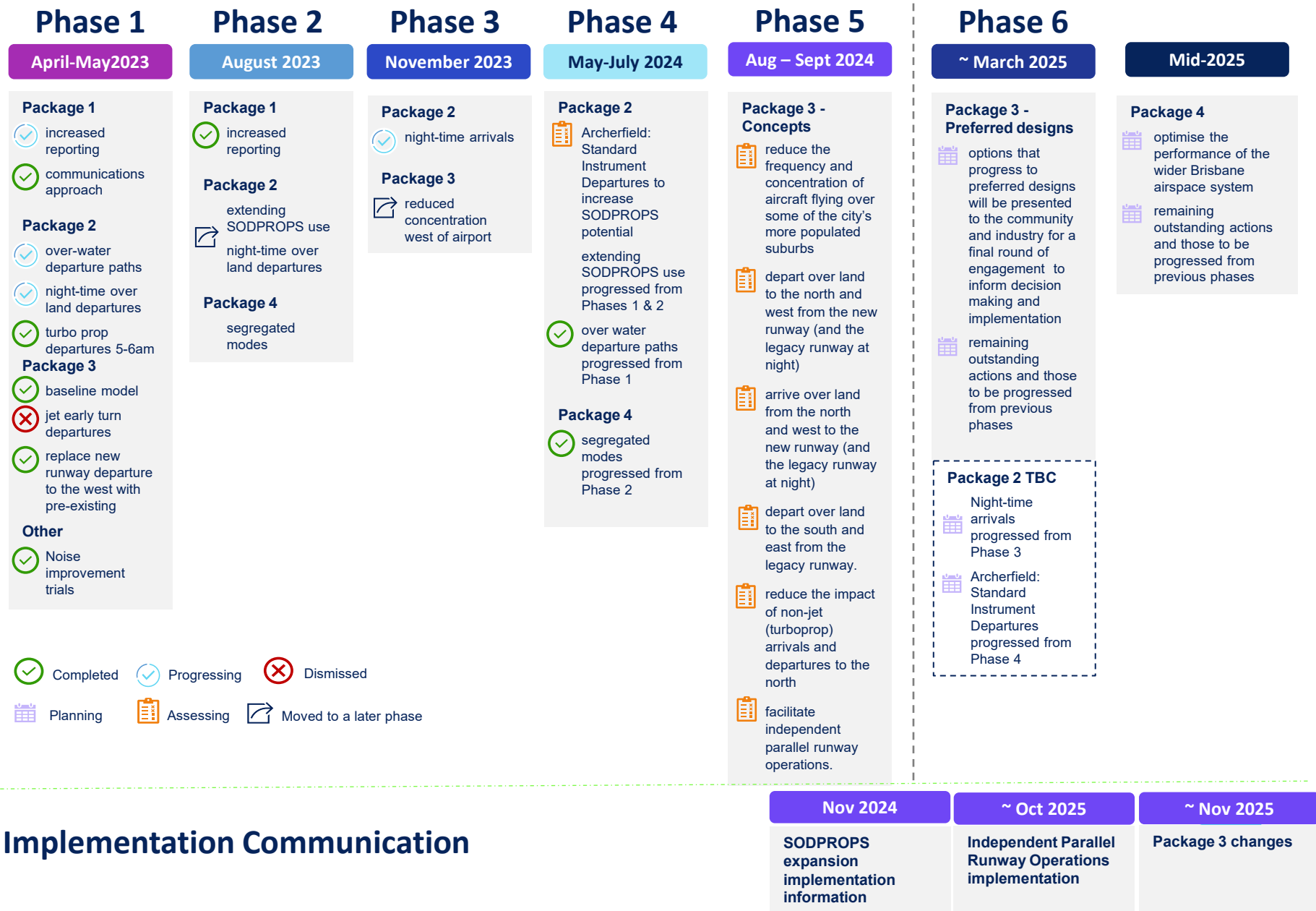
We manage complaints and enquiries about aircraft operations and Airservices Australia's community engagement activities through our Noise Complaints and Information Service (NCIS). We use complaints and enquiries to help us identify operations of concern and possible opportunities for improvement.

When you contact us, please provide your contact details and as much information about your complaint or enquiry as possible.

You may choose to remain anonymous on the webform, or when calling or writing to us. To receive a response, we require some details including your suburb or location to identify the operations you are

2. Noise Action Plan for Brisbane status update

Note: timing of the Federal Government election may alter this forward program



- ✓ Completed
- ⊙ Progressing
- ✗ Dismissed
- 📅 Planning
- 📋 Assessing
- ➡ Moved to a later phase

Implementation Communication

2. Noise Action Plan for Brisbane status update

Outcomes achieved to date

Changes implemented	Date implemented	Benefits delivered
Turbo prop early turn trial Runway 19L	13 December 2023	To August 2024: <ul style="list-style-type: none"> - 77% of flights turned early - 952 total movements - 735 early turn
Runway 19R (legacy runway) 5am to 6am turboprop NAP removal	13 December 2023	Reduced potential for early turbo operations over new runway communities
Runway 01R (legacy runway) WACKO SID (safety improvement)	13 December 2023	Reduced impact on Redcliffe and Bribie Island
Expanded SODPROPS hours – Sat and Sun 6am to 8am – Sat 8pm to 10pm	13 December 2023	Increased SODPROPS target hours
Expanded SODPROPS hours – weekends Sat 12noon to Sun 4pm	31 July 2024	Increased SODPROPS target hours
Improved reporting	Ongoing	NAPs adherence SODPROPS use Complaints information
Coming soon... Overwater legacy runway departure improvements	28 November 2024	Increases ability to use SODPROPS Reduces impact on Redlands

2. Noise Action Plan for Brisbane status update

SODPROPS update

Usage

- **2023:** 766 hours, 4661 flights
- **2024:** 420 hours, 2679 flights
(to 31 October 2024)

2023 and 2024 changes

- Target priority hours: 62 per week
 - 10pm to 6am 7 days a week
 - **6am to 8am Saturday and Sunday mornings**
 - **8pm to 10pm Saturday**

The following conditions must be met:

- Dry runway
- Less than 5 knot tailwind
- Cloud base not below 2,500 ft (762 metres)
- 8 km visibility
- Low traffic levels

With 28 November changes

- Target priority hours: 84 per week
 - **9pm to 6am 6 days a week**
 - 6am to 8am Saturday morning
 - **12noon Saturday to 4pm Sunday**

2. Noise Action Plan for Brisbane Status Update

Package 3 Engagement: 14 August– 15 September 2024

- **5 sets of proposals**
- **6 community meeting sessions**
 - ~190 meetings
 - ~ 250 individuals
- **5 webinars**
 - ~ 300 attendees
- **2 Q&A sessions**
 - ~ 60 attendees

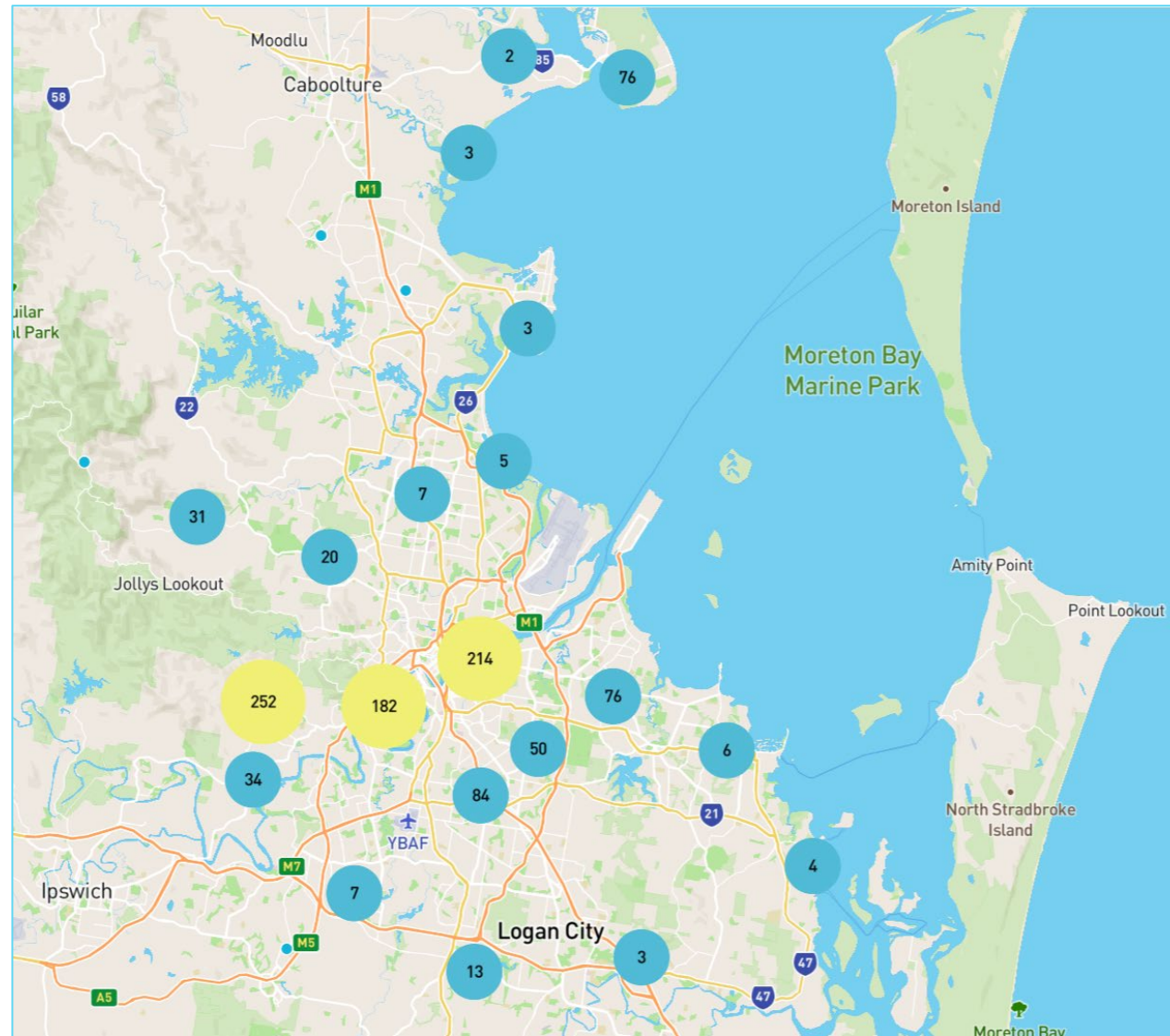
Engage Airservices

Total visits	16.5k
Visited at least one page	37k
New registrations	658
Document downloads	16.7k
Contributors	1,056

Source of feedback	# items feedback
Channel 1: Online survey	~2,300
Channel 2: In-person meetings	~200
Channel 3: Email and post	~300
Total feedback received across the three channels	~2,800

2. Noise Action Plan for Brisbane Status Update

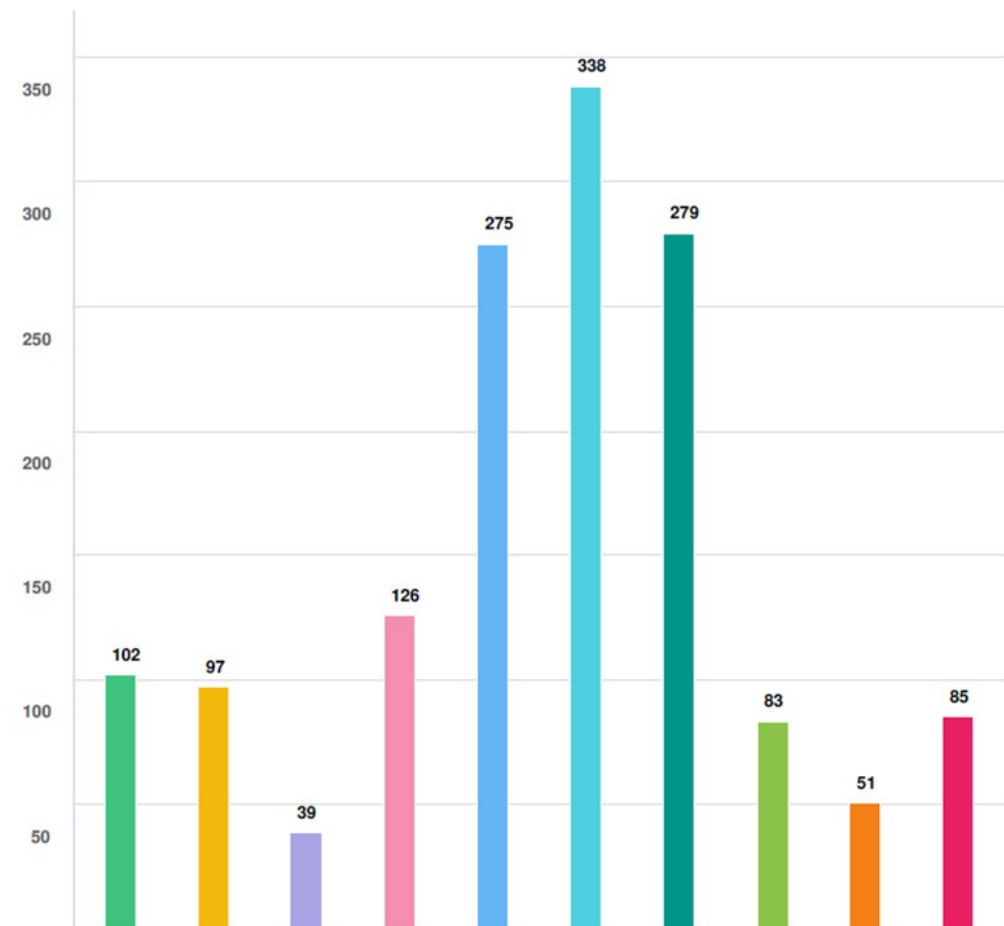
Package 3 Engagement: 14 August– 15 September 2024



Locations of respondents who provided a suburb
1080 individuals across all forms of feedback

2. Noise Action Plan for Brisbane Status Update

Package 3 Engagement: 14 August– 15 September 2024



Top priorities for trade-offs

Question options

- Overflight of environmentally sensitive areas
- Overflight of 'sensitive receivers' like schools and hospitals
- Track miles, fuel consumption, carbon emissions
- Number of people overflown
- Altitude at which residences are overflown
- Noise levels at which residences are overflown
- Whether or not my home is overflown
- Ensuring the flight paths provide safe operations
- Meeting legal and regulatory requirements
- Other (please specify)

2. Noise Action Plan for Brisbane status update

Package 3 status

- ✓ Feedback analysis – complete
- Assessment report – in progress
- Preferred design – in progress

AAB Preferred Design Workshop

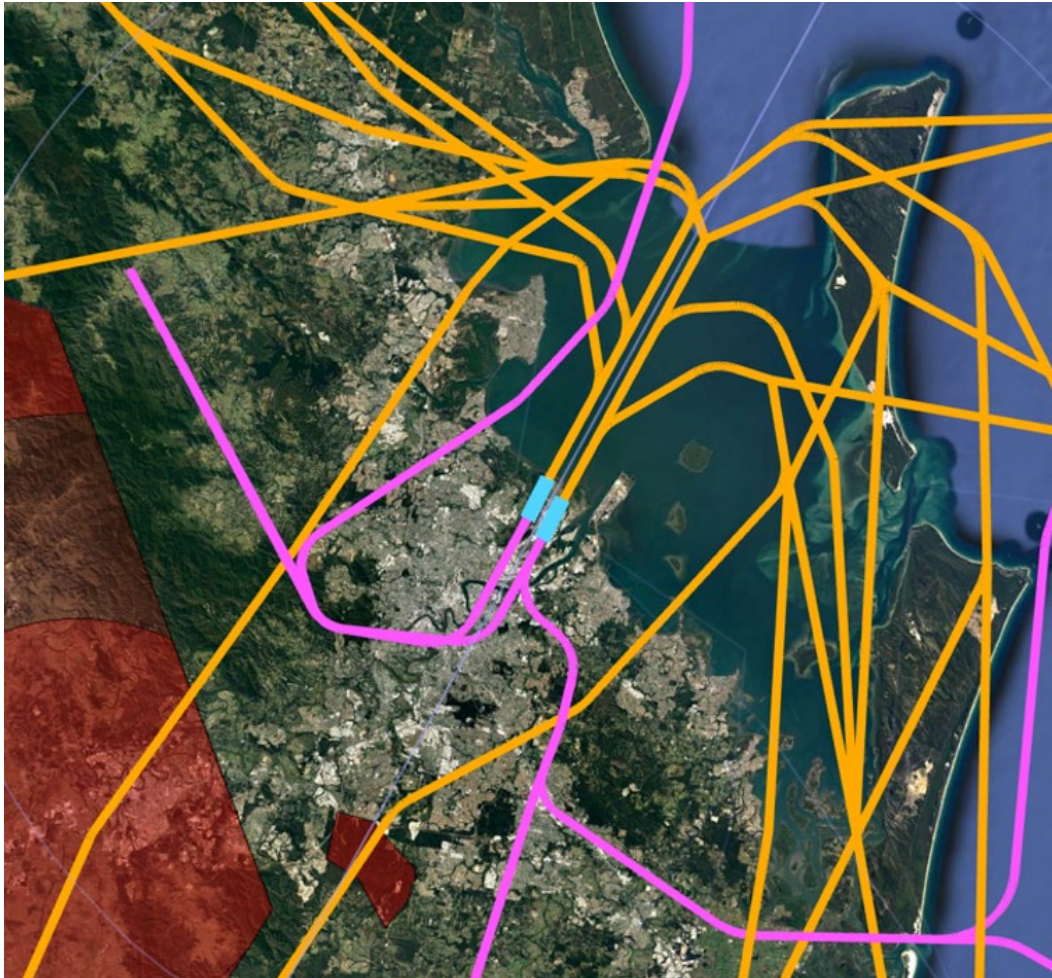
- Late November/early December
- Video presentation by Trax of work-in-progress preferred designs
- Group deliberation by members to develop thinking
- Online discussion with Trax to ask questions and provide feedback

Date suggestions that work for AAB members?

3. AAB Meeting Action 2.6a

Tracking on Standard Instrument Departures (SIDs)

Airservices to undertake a process to examine Air Traffic Control tower operations to determine whether opportunity exists to improve practice



Brisbane Airport Runway 19 operations – SIDs (departures) pink and STARs (yellow)

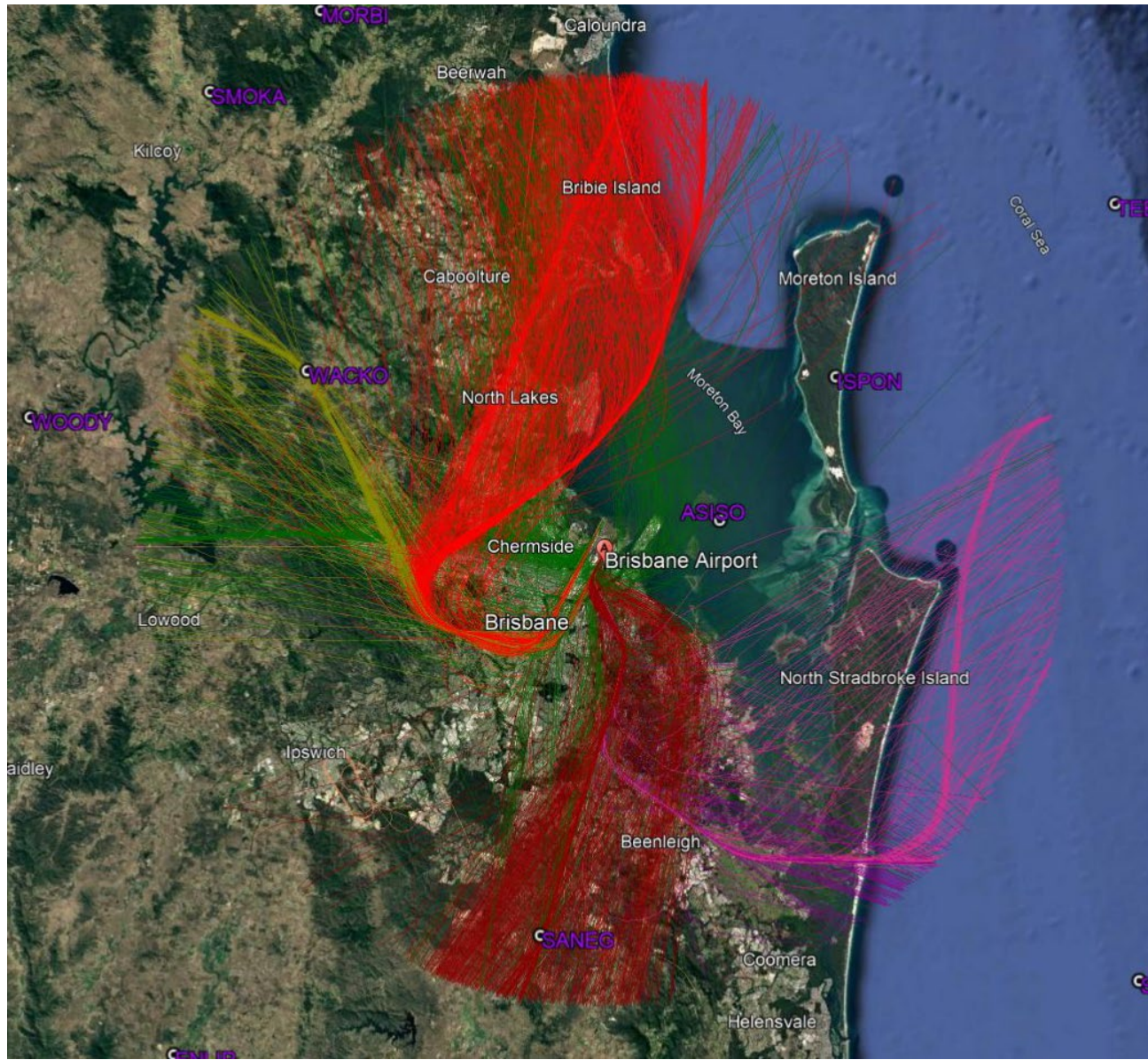
National ATS Procedures Manual 9.2.2.1 Application

You may apply direct tracking:

- a) *During emergencies;*
- b) *When it results in significant benefits for separation, efficiency (only to be applied ABV FL200), or traffic management (e.g. weather avoidance, sequencing);*
- c) *To enable an aircraft to rejoin route after avoiding weather, an off track separation activity or other deviation (e.g. vectoring, traffic management associated with UPR; or*
- d) *As specific in LIs.*

3. AAB Meeting Action 2.6a

March 2024 Aircraft Departure Tracking



Key reasons:

- Faster following
- Separation
- Direct tracking

Discussion...

- Noise sharing?
- Concentration?

3. AAB Meeting Action 2.6a

SID concentration options

Option 1

All aircraft to remain on SID to FL120 unless required for separation or weather avoidance

Tower to provide 3.5 minutes between faster following on tracks where Tower cannot provide separation

Approach reminded of capital city priorities & direct tracking application



Delays into system

Option 2

NAP for aircraft to remain on SID to FL120 when overland unless required for separation or weather avoidance

Approach reminded of capital city priorities & direct tracking application



Not mandatory so may not achieve highest level of SID adherence

Metrics to assess outcomes:

SID compliance (ODAS) – per previous image

Community feedback

Questions?