

# Noise Action Plan for Brisbane

AAB Meeting No 1 – 18 may 2023

# Content

- 1 Noise Action Plan for Brisbane
- 2 Communications Approach
- 3 Airservices - AAB engagement
- 4 2023 Program
- 5 Phase 1 Change Options – April/May 2023

# 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.

# Noise Action Plan for Brisbane – Communications Approach

## WHY?

### Recommendation 1.2

a) Without an effective and well managed approach to communications, flight path changes may generate outcomes that are unacceptable to stakeholders and vociferously challenged.

b) The importance of an effective communications is based on the expectation that, when done well, it improves the social, environmental and economic outcomes of flight path changes and increases stakeholders' trust in the process for the future.

### Recommendation 1.3

a) The engagement process should confer legitimacy on the development and assessment of options for change proposals.

b) Those who may be affected by options for change proposals should be encouraged to actively participate in the development and assessment process.

c) To be effective, stakeholders should be offered the information, time and support to make meaningful contributions.

d) The outputs of community engagement must be considered conscientiously by the proponents and have the potential to influence the final designs.

## HOW?

- Effective channels through which we can promote flight path options development, engagement events and other activity
- Meaningful two-way engagement channels to support discussion of the flight path options and their implications, and the gather feedback on these options
- Clear, quality information materials to support the sharing of information and to enable comparison of flight path options to the current operations.

## WHEN?

- Alerts/placeholders for upcoming engagement four weeks ahead of face-to-face activity commencing
- Minimum two weeks notice of the time, date and location of any engagement event
- Minimum of one week to review design options or other information to support engagement, ahead of conducting engagement forums or requesting feedback
- Total engagement period of four to six weeks for each phase of engagement

## Key Tools

- Engage Airservices
- Social media (targeted advertising and local Facebook groups)
- Media articles and advertising
- Direct correspondence (MPs, community organisations)
- Letterbox drops (for major airspace design options)
- Fact sheets, posters, videos, animations
- Community meetings and pop up sessions
- Transparent reporting (feedback, decision, rationale, factors considered)

## Airservices – AAB Engagement

- Inform our communication and engagement approach for each option
- Early input to preliminary options analysis
  - Perspectives on community response to options developed
  - Guidance on information required to support community understanding
- Engage in accordance with AAB Terms of Reference

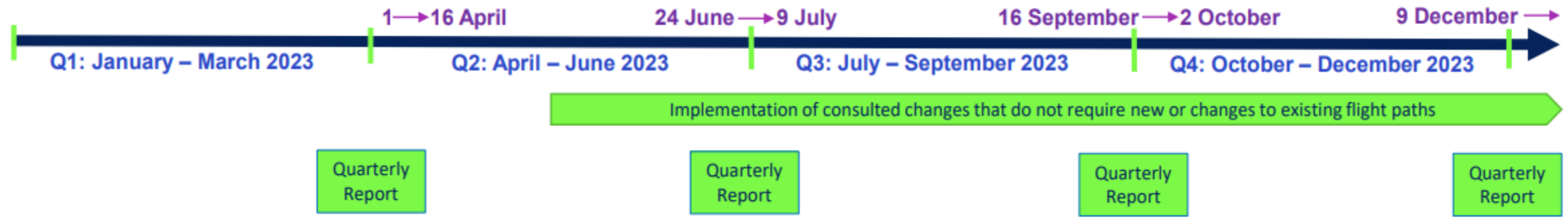
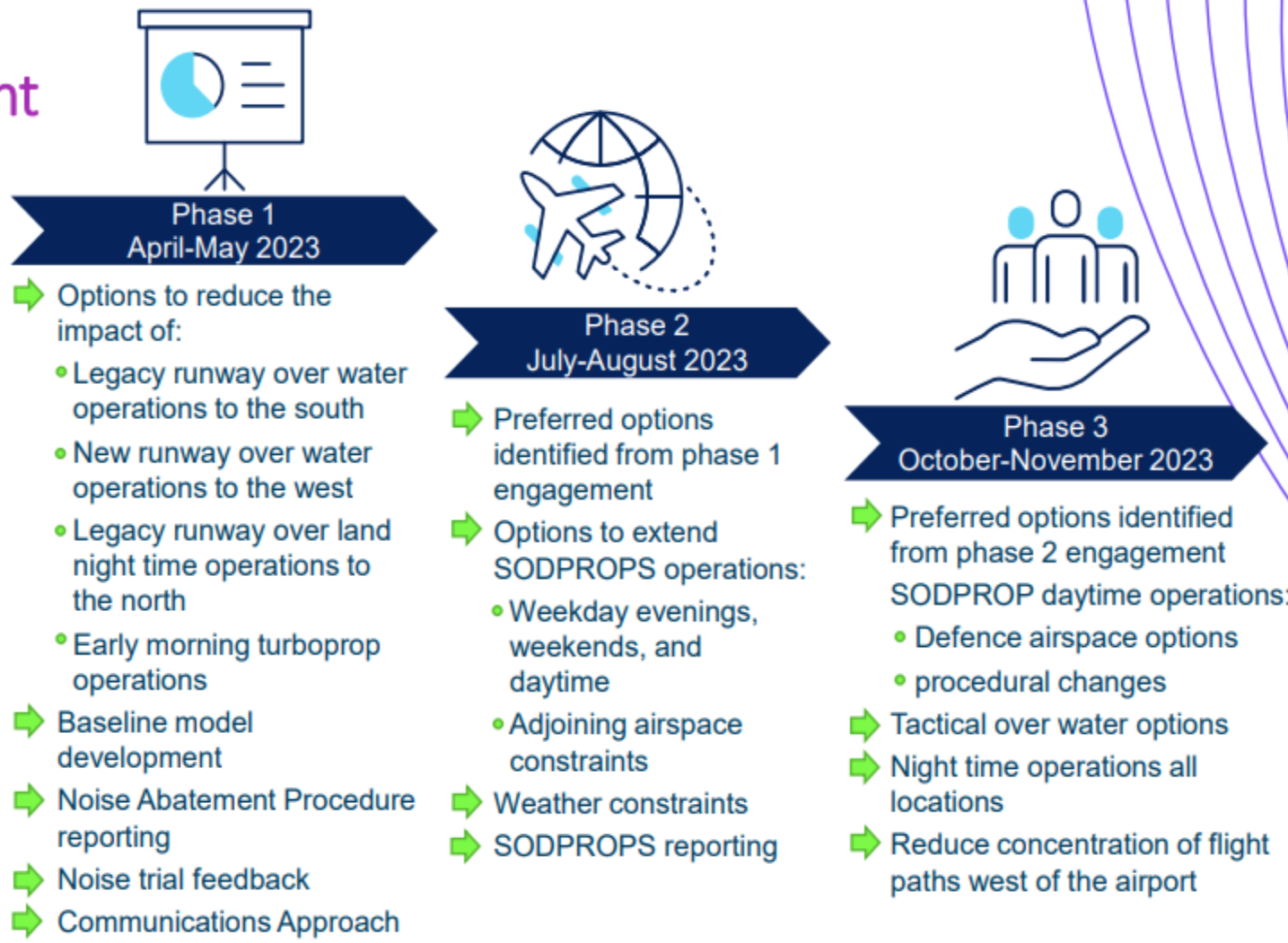
# Noise Action Plan for Brisbane - Engagement Program 2023

**Three phases of engagement are planned for 2023, focused on the priority actions from the Noise Action Plan for Brisbane.**

**Additional phases of engagement may be implemented as work across all packages is progressed.**

**Details of specific engagement locations and dates will be released closer to engagement commencing.**

Note: School holidays indicated on timeline in purple. No engagement will be conducted during these periods.



# Phase One options engagement

## 20 April – 28 May 2023

### Aim:

1. Reduce the impact of night-time operations on communities
2. Reduce the impact of SODPROPS operations on bayside communities to open up opportunities to expand SODPROPS
3. Have aircraft climb over water to reduce impacts on communities and be higher when they cross the coastline to travel to their destination
4. Seek feedback on noise improvement trials
5. Seek feedback on the proposed baseline model
6. Seek feedback on the draft Communications Approach

# Phase 1 | Getting aircraft higher over water and reducing night-time impacts

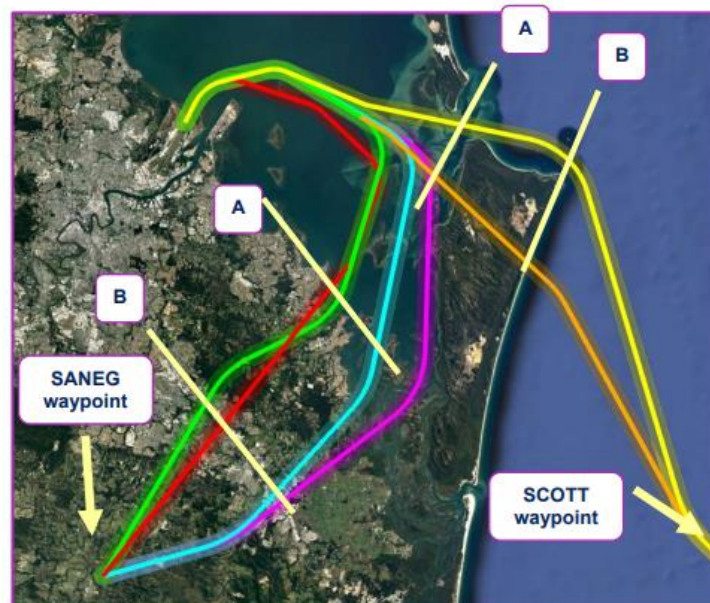
Alternative daytime over-water departures (legacy runway) south



**Recommendation 2.3 d)** Examine opportunities to improve over water departure paths that fly over communities after they cross the coastline to increase height, maintain over water for longer, or travel further east.

**Recommendation 3.1 u)** Review options to keep over-the-bay departures over water for longer, reducing impact on communities as they turn to travel over land.

Alternative night-time over-water departures (legacy runway) south



**Recommendation 2.4a)** Examine opportunities to shift night-time operations over water or away from inland communities, including redesign of SIDs and STARs for night-time operations (10pm to 6am).

**Recommendation 2.3 d)** Examine opportunities to improve over water departure paths that fly over communities after they cross the coastline to increase height, maintain over water for longer, or travel further east.

**Recommendation 3.1u)** Review options to keep over-the-bay departures over water for longer, reducing impact on communities as they turn to travel over land.

Alternative night-time over-water departures (legacy runway) west



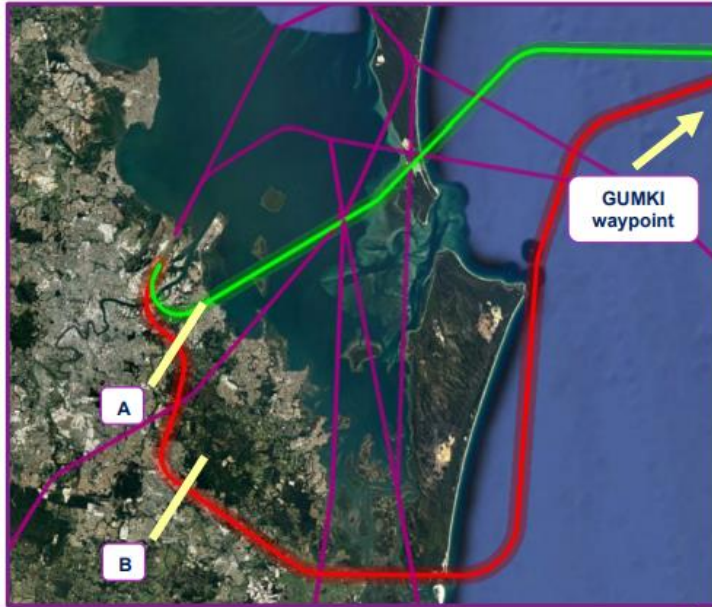
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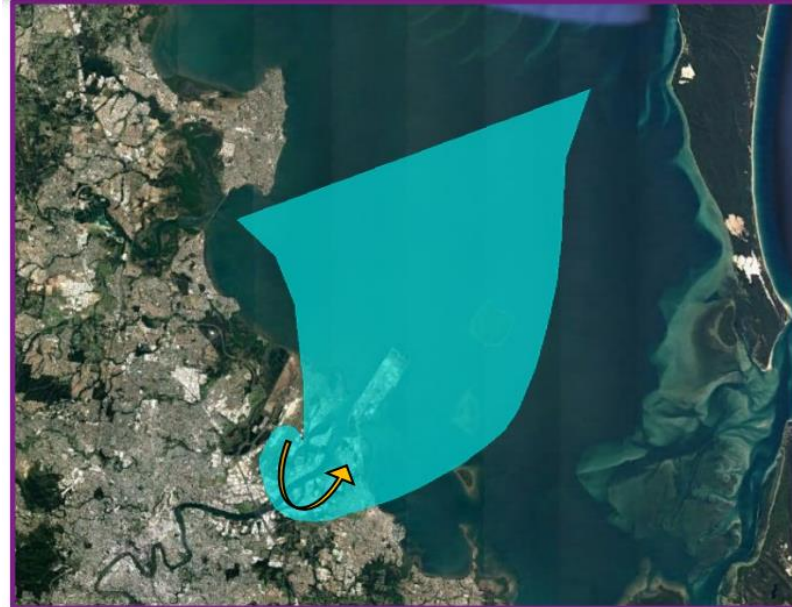
# Phase 1 | Getting aircraft higher over water and reducing night-time impacts

Jet aircraft early turn departures (legacy runway) north-east



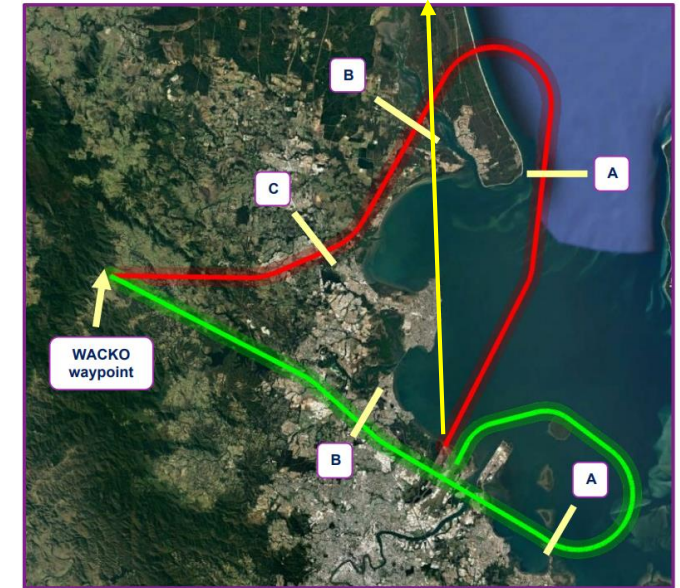
**Recommendation 3.1j)** Investigate opportunities for jet aircraft early turns to avoid overflight of communities.

Alternative over land turboprop departure operations 5am to 6am north



**Recommendation 2.4c)** Develop specific night-time operating modes that will apply between 10pm and 6am.

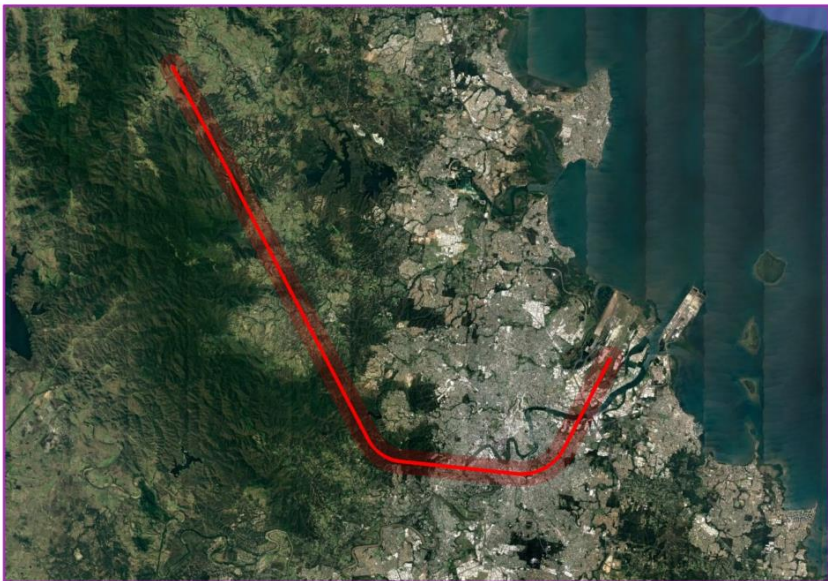
Alternative night-time over-water departures (legacy runway) west



**Recommendation 3.1k)** Replace RWY 01L WACKO SID departures to the west with the existing RWY 01R WACKO SID to reduce overflight of Bribie Island.

# Phase 1 | Reducing noise impacts

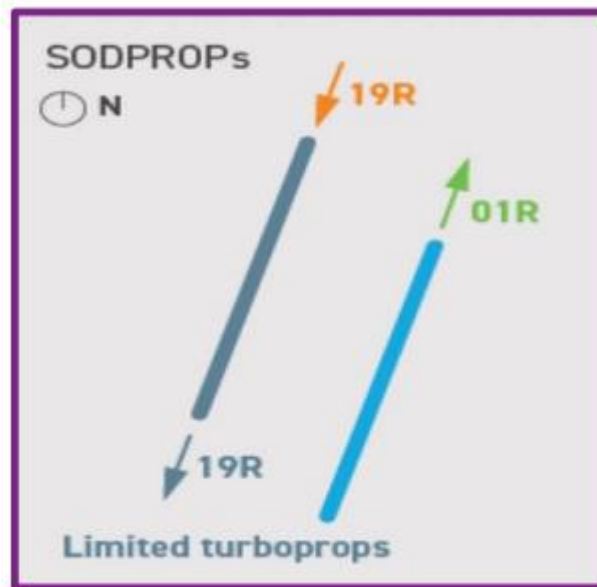
Night-time over land departures (legacy runway) north



**Recommendation 2.4a)** Examine opportunities to shift night-time operations over water or away from inland communities, including redesign of SIDs and STARs for night-time operations (10pm to 6am).

*Note: no options presented. Discussion with community on pros and cons of potential noise sharing options.*

Noise improvement trial – extended SODPROPS hours



Feedback on 12 month trial to support assessment

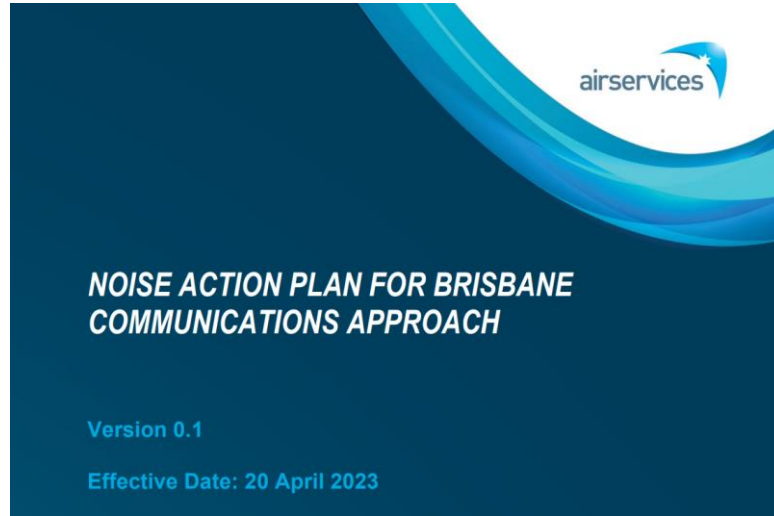
Noise improvement trial – restriction on intersection departures



Feedback on 12 month trial to support assessment

# Phase 1 | Governance tools

## Communications approach



**Recommendation 1.2a)** Without an effective and well managed approach to communications, flight path changes may generate outcomes that are unacceptable to stakeholders and vociferously challenged.

**Recommendation 1.2b)** The importance of an effective communications is based on the expectation that, when done well, it improves the social, environmental and economic outcomes of flight path changes and increases stakeholders' trust in the process for the future.

**Recommendation 1.2c)** Conduct engagement on the proposed approach to communications for flight path changes.

## Baseline model



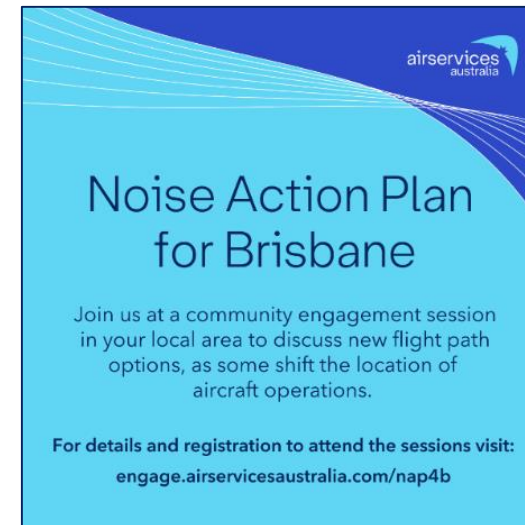

**Recommendation 3.1h)** The development of a baseline option that describes the actual impacts created by the existing NPR flight paths over the city and outer suburbs in terms that are directly comparable to the options for any proposed modifications

**Recommendation 3.1i)** Develop baseline that describes actual impact pre-NPR over the city and outer suburbs.

### ***Feedback on proposed data inclusions and structure of the model***

## Promotional approach

- **Engage Airservices database** – direct alert to c.1,700 subscribers
- **NCIS database** – direct alert to 3,312 complainants
- **State and Federal MPs** – letter and social media tile for sharing with constituents
- **Media** – launched 20 April distributed to key Airservices media contacts in Brisbane “Noise Action Plan for Brisbane available for community feedback”
  - Media enquiries - TV (9, 7, 10, ABC), 4ZZZ, The Local Islands and Surrounds News, The Bribie Islander, Australian Aviation, Brisbane Times, The Courier-Mail, Imparja Bull, Gold Coast Bulletin
  - Media press conference – 21 April at Brisbane Air Traffic Services Centre
    - Attended by TV channels - 7, 9, 10
    - Interviews with Donna Marshall
  - Media interview 10 May at Toombul community session
    - Attended by TV Channel 7
    - Interview with Donna Marshall
- **Newspaper advertising:**
  - Courier Mail (two placements)
  - My Village News (New Farm)
  - The Local Bulletin (Kenmore)
  - Moreton Bay Sentinel
  - Ipswich News Today
  - Logan West News
  - My City Logan
  - The Village Pump (Samford)
- **Facebook advertising** – online advertisements targeting the geographic location of the 13 community meetings
- **Local Facebook groups** – direct approach to Admin of each group requesting Community Service Announcement 24-36 hours before even to keep the post current (30+ groups contacted)
- **BFPCA and RADAR** – direct contact to advise of launch of new information and request to share with network

The flyer features the Airservices Australia logo at the top right. The main title is "Noise Action Plan for Brisbane". Below the title, it says: "Airservices Australia is hosting community engagement sessions across Brisbane to discuss flightpath change options to reduce the impact of current over-water operations on bayside communities, as well as night-time operations on legacy runway communities." A pink box contains the text: "Residents are encouraged to view the information online at Engage Airservices, as some options shift the location of aircraft operations." Below this, it says: "Drop-in sessions are being held in/near suburbs that may experience a change if the options are implemented:" followed by a table of dates and locations.

26 April - Sherwood	9 May - Loganholme
27 April - Samford Valley	10 May - Northgate
2 May - Redland Bay	11 May - Balmoral
3 May - Acacia Ridge	13 May - Wynnum
4 May - Kenmore	15 May - Carina
6 May - Amity Point	16 May - Deception Bay
8 May - Hamilton	

For more information and to register your attendance, visit: [engage.airservicesaustralia.com/nap4b](https://engage.airservicesaustralia.com/nap4b)

# Thank you

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