

Brisbane Airport Community Airspace Advisory Board (AAB)

Meeting Minutes

DATE	LOCATION	MEETING TITLE	START TIME	END TIME
9 September 2024	Brisbane Airport Conference Centre – Pullman Hotel, Domestic Terminal	Brisbane Airport Community Airspace Advisory Board Meeting 5	15.30 AEST	17.58 AEST

Attendees

Name	Position
Kim Jordan	Chair - Brisbane Airport Community Airspace Advisory Board (AAB)
David Diamond	Community Representative – Inner City (Southside)
Tess Bignell	Community Representative – Samford Valley
Stephen Muller	Community Representative – Redlands
Kirsten Stewart	Community Representative – Inner City (Southside)
Janelle Moody	Substitute Community Representative – Northern suburbs
Donna Marshall	Airservices Australia – Head of Community Engagement
Marion Lawie	Airservices Australia – Community Engagement Senior Advisor
Tim Boyle	Brisbane Airport Corporation – Head of Airspace Management
Mike Healy	Virgin Australia – Head of Fleet Operations
David McCutcheon	Qantas Freight – Deputy Chief Pilot
Sarah Nattey	Assistant Secretary, Domestic Aviation and Reform, Department of Infrastructure, Transport, Regional Development, Communications and the Arts Secretariat, Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Apologies

Name	Organisation/position
Sandra Bell	AAB Community Representative – Northern suburbs
Russell McArthur	Airservices Australia – Senior Policy Advisor Government Relations

Minutes

Agenda Item 1: Welcome and Acknowledgement of Country

The Chair, Kim Jordan, opened the meeting at 15:30 and welcomed members and industry advisors. She acknowledged the traditional Custodians of the land on which Brisbane Airport is located, the Turrbal people, and paid respects to their Elders past and present.

Agenda Item 2: Administration

Kim introduced herself to the group. She also thanked former Chair Ron Brent for his work with the AAB during its first year.

Other matters:

- Apologies received from Russell McArthur and Sandra Bell
- Janelle Moody was welcomed as a late notice substitute representative for the northern suburbs (Sandra).
- Peter Curran (Airservices Australia) will no longer be attending due to change of role and Donna Marshall noted she is open to suggestions on who else from Airservices should attend in the future
- Sarah Nattey was welcomed as the department's representative for the meeting.
- Confirmed minutes from meeting 4 were accepted and published out of session.
- Items provided by David Diamond to be discussed under *agenda item 6*.
- Ron Brent's 2023 Annual Report for the AAB has been sent to the Hon Catherine King MP, the Minister for Infrastructure, Transport, Regional Development and Local Government, for consideration.

Members noted Ron had agreed the report would be sent to them following their initial comments. The Secretariat undertook to send it to members, and it will be published on the AAB website following the Minister's review.

Agenda Item 3: Action items

The Action Items list is at Attachment A.

The Chair ran through the action item list and noted the following:

- **Action Item 2.6** will be closed and replaced by **Action Item 2.6A**. Airservices Australia (Airservices) noted that Air Traffic Control operations continue to be examined.
- **Action Item 2B.2** will be closed, with the Secretariat responsible for maintaining an issues register. Details of how this will run to be discussed with the Chair and process advised to the AAB next meeting.
- **Action Item 3.4** will remain open for community members to send suggestions to the Secretariat as they arise.
- **Action Item 4.1** will remain open for further discussion out of session.
- **Action Item 4.2** will remain open, Chair to provide an update at the next meeting.
- **Action Item 4.4** will be closed, as Brisbane Airport Corporation (BAC) responded to queries from members on 16 April 2024.

Airservices will provide updates on their Action Items at *agenda item 5*. Janelle asked if dates for item to be completed could be added to action items in the future, and the Chair agreed.

Agenda Item 4: Community member issues – raised prior to meeting

The Chair noted some proposed items were outside AAB's terms of reference and are therefore not included on the agenda. These will be added to the Issues Register by the Secretariat.

Tess Bignell's Submission

Noise Action Plan for Brisbane Package Three engagement by Trax International (Trax)

Tess reported Package 3 of the Noise Action Plan for Brisbane had not been well received by the community, and emphasised that community members were more interested in understanding the parameters of Package 4 of the Noise Action Plan for Brisbane prior to further engaging in consultation.

- Donna Marshall (Airservices) explained Package 4 is about changes to airspace, which have a significant lead time. Package 3 aimed to deliver early improvements ahead of Package 4.
 - Tess advised that the Samford Valley community was not supportive of Package 3 proceeding.
 - Janelle and Kirsten Stewart reported some community members felt the community engagement sessions on the Noise Action Plan for Brisbane were difficult to access, and the way in which the concepts were presented made them difficult to understand for the general community to engage with. Janelle noted that the intention of Package 3 was to decrease concentration but for many communities it was increasing concentration. There was also no explanation of the cumulative impact on certain communities if all concepts proceeded.
 - Donna said Airservices was aware of concerns around community engagement. She explained Trax was developing flight path concepts before doing the detailed work.
 - Kirsten noted many community members had been anticipating specific options for flight paths, rather than concepts.
 - Donna acknowledged Trax's approach is not how Airservices has approached design. Trax uses this method overseas and believes this method allows the most suitable concepts to be identified and assessed.
 - The Chair suggested perhaps Trax could look critically on whether the consultation approach that works overseas necessarily fits the Australian context.
 - Marion Lawie (Airservices) spoke to online consultation and the individual appointments as opposed to drop in sessions. She noted more than 1,000 individuals joined the mailing list, and community feedback around 20-minute engagement appointments had been positive.
 - Tess noted that the engagement sessions may be helpful for community members that were unfamiliar with the topic, but were less helpful for those that were already knowledgeable.
 - Kirsten suggested that different communications may be beneficial for those who are familiar with the issues and those who are not. This was generally agreed by attendees.
 - Donna spoke to the next round of engagement, which will include information on altitude, noise levels, and other metrics to help display the cumulative impact of the Packages. She noted developing appropriate solutions was complex, and they didn't want to discontinue the Package 3 because there are definitely benefits for some communities. She acknowledged community outcomes from Package 3 would be dependent on location, and for areas with large amounts of overflight, reducing aircraft noise would be difficult.
 - Tess noted she was receiving regular reports from community members that noise issues were becoming worse in the northwest corridor. She said stress levels were high, and expressed concern about some residents' mental health. Janelle noted it was her understanding that Lifeline was preparing a report for Airservices of their general observations at the Package 3 engagement sessions and that should be reviewed to understand the impact of noise on residents and the engagement process.
 - Donna requested that community members be referred to counselling services available through Airservices' community wellbeing support program.
 - David D agreed there are continuing community frustrations and noted the importance of 'clear wins': quantifiable metrics and simple to understand changes to measure progress towards air traffic changes.
 - Donna explained that the potential benefits of a change would be able to be quantified when a preferred concept was identified. She noted that, although this process may seem complex, Airservices
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has been criticised in the past when making airspace changes without substantial consultation. As a result, Airservices is developing concepts first for engagement and then preferred designs that give regard to this feedback for further consultation. This does add to change timeframes, but it is important communities are involved.

- The Chair agreed that early community engagement was important in informing future decisions.

The group discussed Airservices' Brisbane Baseline Model:

- Donna noted that the Brisbane Baseline Model could be used to compare current noise impacts with the noise impacts before the opening of the New Parallel Runway.
- Janelle noted that there remained errors in the results from the model which should be fixed before it is used for comparisons of flight path designs being developed by Trax under the Noise Action Plan.
- Dave McCutcheon (Qantas) stated that noise impacts from aircraft had significantly reduced as aircraft technology has improved, and that a baseline needed to be set to indicate a quantifiable impact, with respect to the different aircraft noise footprints at different heights and flight paths.
- The Chair emphasised that the AAB's Terms of Reference were focussed on improving aircraft noise around Brisbane, and the airline industry had an important role to play in reducing aircraft noise.
- Stephen Muller concurred that while aircraft had become quieter over time, the volume of aircraft was increasing, and communities expected that the airline industry reduce noise impacts.

The Chair requested that airline representatives attend the next meeting with suggestions to reduce aircraft noise impacts.

Janelle queried why international airlines, particularly those which regularly disturb residents late at night such as Emirates, did not participate in AAB meetings and therefore how was the feedback from community representatives to get back to them. In response:

- The Chair noted that the airline representatives attended AAB meetings to provide an operational or technical perspective to inform discussions, rather than to represent specific airlines.
- Mike Healy, Virgin Australia, and Dave M noted that international airline operators would provide similar technical or operational perspectives.

Tess noted that aircraft were not always flying at the Airservices modelled height, and queried why Air Traffic Controllers allowed these activities.

In response:

- Donna noted that Air Traffic Controllers may approve different flying procedures if requested by a pilot, noting that design heights are not the same as Noise Abatement Procedure height requirements. She noted that noise abatement procedure reporting is starting to be published to provide transparency.
- Donna suggested that Airservices could provide design concepts being developed by Trax to the AAB to seek feedback, which was supported by community members and airline representatives.
- There was discussion about the culture in the aviation industry, including air traffic control, airports, airlines and pilots, and community considerations relevant to the social licence to operate for airports.

Community representatives noted that there are communities within Brisbane that are not represented by the current AAB membership. The Chair noted she has the power to consider the composition of the AAB under the Terms of Reference.

Actions:

1. Airline representatives to bring ideas about reducing noise impacts from their operations to the next AAB meeting.
 2. Airservices to provide the AAB with design concepts ahead of release to the community to test community sentiment and take early feedback.
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3. Tess to review the Airservices Population Overflight Evaluation report she tabled and provide further comments to Airservices prior to its review.
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Agenda Item 5: Airservices Australia update

Donna provided an update on the Noise Action Plan for Brisbane. A copy of the presentation is at *Attachment B*.

Action Item Progress

Donna provided an update on open action items relating to Airservices:

- **Action Item 1.11** – Airservices will engage with Tim Boyle, BAC on options to use the Brisbane Airport Master Plan to provide better information on aircraft movements. Donna also noted that herself, Tim and David D would discuss potential uses for a map David D had developed.
- **Action Item 2.14** – the Chair and Donna will discuss further out of session.
- **Action Item 2.6** – complete and can be closed.
- **Action Item 3.8** – noted that an update on metrics was provided as part of Agenda Item 4.
- **Action Item 4.1** – Airservices provided a written response to Stephen’s questions, and Donna will discuss this with Stephen out of session.

The Chair queried if there was a specific timeframe to develop metrics under the Noise Action Plan for Brisbane in relation to **Action Item 3.8**. Donna noted that dates are subject change and could not be confirmed at this stage, and that Airservices’ presentation slides would be updated with information on assessment criteria prior to distribution.

SODPROPS (Simultaneous Opposite Direction Parallel Runway Operations) Update

Donna gave an update on SODPROPS usage:

- In 2020 and 2021 SODPROPS suitable weather conditions were available around 50-60% of designated SODPROPS hours.
- In 2024, SODPROPS has decreased to around 15% availability due to poor weather conditions experienced so far this year.
- In 2023-24, 50.5% of flights occurred over land and 49.5% over water, noting the number of flights over land versus over water vary due to the peak timing of arrivals and departures and prevailing wind conditions that change throughout the day.
- Currently SODPROPS weekend daytime use is limited, as it has just been introduced and several constraints to its use during daytime hours remain.
- In November 2024, changes to departure flight paths from the legacy runway will be implemented that should lead to increased use of SODPROPS.
- Other work is also being completed to simplify the airspace and increase the use of SODPROPS further.
- Weather is a key dictator of SODPROPS usage, however when air traffic reaches a certain volume, runway modes also need to be switched.

Janelle commented that the reporting on SODPROPS could be improved. David D expressed a view that more consistent information around the use of SODPROPS was required.

Donna noted that additional data would be provided in the next report, clarifying that SODPROPS reporting only commenced in June 2024 and that more data will be provided moving forward.

Action:

4. Airservices to provide a written response to David D’s questions regarding SODPROPS.
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Agenda Item 6: Other Business

The Chair and members agreed that:

- The next meeting would occur on Wednesday, 20 November 2024, from 12:30-2:30pm.
- A meeting may be organised in early December 2024 to discuss preferred design concepts ahead of public release, if necessary.
- Meetings for 2025 would be scheduled for February, May, August and November, with consultation out of session to determine final dates and times.

The Chair confirmed that, following email discussion with community members out of session:

- AAB meetings will continue to be two hours in length.
- Agenda item requests can be sent through to the AAB Secretariat ahead of meetings.

The Chair introduced the concept of 'around the room' so members all had the chance to speak.

Janelle expressed a view that BAC had not sufficiently consulted on the legacy runway works program in advance (it had been raised at the AAB meeting in March), and that community members had not received enough notification of the works and their impacts, with many non-widebody planes using the new runway where they could use the legacy runway. She also advised that the notice of the works on Airservices' Webtrak tool had not been updated since June and gave no indication of progress or whether the works would be completed on time.

- Tim noted that BAC had undertaken an engagement campaign via television, social media and letterbox drop over a two-month period, and undertook to update the messaging on Webtrak.

Janelle noted that Facebook advertisements published by Airservices regarding flight path changes often resulted in comment trails containing abusive comments. Donna noted that there was no way to remove comment functionality from Facebook advertisements.

Janelle asked where Brisbane Airport's application for the increase in tailwind speed from 5kt to 7kt was at, as she was unable to find any public statements as to its status since 2022. Tim noted that the application had been rejected by CASA but that work to revise it based on their feedback was ongoing.

Janelle queried whether the status of expansion approvals given BAC's announcement of \$5 billion works with no public consultation having taken place, and Brisbane Airport's Terminal 3 was to be referenced in the next Brisbane Airport Master Plan.

- Tim noted that Terminal 3 would be referenced in the Master Plan and BAC would submit a Major Development Plan for approval by the Minister before construction could commence.
- Sarah noted that she would be happy to provide an update on the statutory assessment process for Master Plans and Major Development Plans at the November meeting, with Tim to provide input from BAC's perspective, including proposed timing.

Mike Healy (Virgin) noted he like the idea of the flight path planning session, and asked that vertical aspects also be considered.

Stephen stated that SODPROPS was only appropriate from a community perspective where it did not turn immediately over land. ie flights need to remain over water until they are considerably higher.

David D queried how community representatives could engage with Trax requesting a briefing on the 6 degree change, asking if they could be contacted directly. Donna noted all contact needed to come through Airservices and that questions could be passed on in this matter. She noted that the offset concept can be extended as far as 15 degrees and that the information materials used 6 degrees for discussion purposes.

David D queried how the next Brisbane Airport Master Plan could be completed without noise metrics. The Chair agreed to discuss with David D further out of session, and noted that BAC may receive recommendations out of the Senate Inquiry into the Impact and Mitigation of Aircraft Noise. The Chair thanked members for their participation and closed the meeting at 17:58.

Attachment A

Open Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
1.11	18 May 2023	Data on aircraft movements	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.	BAC Airservices Australia		Update provided at meeting #5. BAC to work with Airservices so that information from the current Brisbane Airport Master Plan can be used to provide better information on aircraft movements. When BAC has new data it can be introduced.
2.6a	9 September 2024	ATC Operations	Airservices to undertake a process to examine Air Traffic Control operations to determine whether opportunity exists to improve practice.	Airservices Australia		ATC operations continue to be examined by Airservices.
3.4	22 November 2023	Independent Assurance	Community members to continue to submit suggestions to the Secretariat on what they would like Airservices' independent technical advisor to investigate for quality assurance	Community members Secretariat		Community members to continue sending suggestions to the Secretariat.
3.8	22 November 2023	Noise Action Plan Metrics	Industry representatives to update the AAB on any progress to develop metrics under the Noise Action Plan for Brisbane.	Airservices Australia BAC		Update provided at meeting #5. Metrics to be developed after preferred options identified.
4.1	6 March 2024	Phase 1 Options Assessment Report Questions	Stephen Muller to provide questions for Airservices' written response via the Secretariat.	Stephen Muller Secretariat Airservices Australia		Airservices has provided a written response. Further discussion to occur between Stephen and Airservices out of session.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
4.2	6 March 2024	AAB recommendation for noise-based fees	The Chair to write to the Minister on behalf of the AAB Community members with a recommendation to raise the introduction of noise-based fees with Airport Lessee Companies for their consideration.	Chair		The former Chair of the AAB, Ron Brent, has provided the Chair with a proposal for consideration. Chair to review the proposal and provide an update at the next AAB meeting.
5.1	9 September 2024	Opportunities to reduce noise impacts from airline operations	Airline representatives to bring ideas about reducing noise impacts from their operations to the next AAB meeting.	Qantas Virgin		New item.
5.2	9 September 2024	Design Concepts	Airservices to provide the AAB with design concepts ahead of release to the community to test community sentiment and take early feedback.	Airservices Australia		New item.
5.3	9 September 2024	Airservices Population Overflight Evaluation	Tess to review the Airservices Population Overflight Evaluation report she tabled and provide further comments to Airservices prior to its review.	Tess Bignell		New item.
5.4	9 September 2024	SODPROPS information	Airservices to provide a written response to David Diamond's questions regarding SODPROPS.	Airservices Australia		New item. David Diamond to discuss the matter with Donna Marshall before Airservices responds.

Closed Action Items

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
2.14	19 July 2023	Out of Session NCIS meeting	Secretariat to organise an out of session meeting between the Chair and Airservices to discuss the NCIS complaints reporting.	Secretariat Chair Airservices Australia	9 September 2024	The Chair provided written suggestions which Airservices are considering as part of a wider review.
2.6	19 July 2023	ATC meeting with AAB members	Airservices to organise a session with an Air Traffic Controller to discuss operations with AAB members in the context of opportunities to improve noise outcomes. Airservices to undertake a process to examine Air Traffic Control tower operations to determine whether opportunity exists to improve practice.	Airservices Australia Secretariat	8 May 2024	2.6 closed. as the session with Air Traffic Controllers and AAB members was held 8 May 2024. Note: a revised 2.6A has been opened to cover the second part of this action. Airservices continue to undertake a process of examining Air Traffic Control tower operations.
2B.2	18 September 2023	Issues Register	The Secretariat and the Chair will develop an updated Issues Register for items the AAB is unable to progress. Items on the Issues Register shall be referred to the appropriate forums for action.	Secretariat Chair	9 September 2024	The Issues Register will be the responsibility of the Secretariat.
4.4	6 March 2024	BAC Legacy Runway Works program	Community members to submit any further suggestions on BAC's Legacy Runway works program to the Secretariat.	Community members Secretariat	16 April 2024	The Secretariat provided member questions to BAC and Airservices on 10 April 2024. BAC's response was provided to Mrs Bignell on 16 April 2024.

No.	Meeting Date	Item	Requirement	Responsible Person	Completion Date	Status
4.5	6 March 2024	Noise Action Plan update slides	Airservices to provide Noise Action Plan for Brisbane update slides to AAB members, with a request for feedback on the proposed outcomes of Phase 2 options assessment.	Airservices Australia Secretariat	20 March 2024	Presentation emailed to members on 20 March 2024.