BACACG MEETING MINUTES

Location:	BAC Head Office, 11 The Circuit, Brisbane Airport, 4008 QLD
Date:	Tuesday 4th March 2025
Chair	Nigel Chamier AM
Attendees	Nigel Chamier (Chair) Karilyn Beiers (Community representative for Federal Seat of Bowman) Sian Balogh (BAC) Portia Allison (BAC) Tim Boyle (BAC) Michael Jarvis (BAC) Daniel Yelf (BAC)
Attendees (online)	Tim Roskams (Community representative for Federal Seat of Brisbane) Professor Laurie Buys (Community representative for Federal Seat of Moreton) Caroline Hauxwell (Community representative for Federal Seat of Ryan) Matt Loveday (Community representative for Federal Seat of Bonner) Joshua Kindred (Community representative for Federal Seat of Petrie) Dr. Sean Foley (Community representative for Federal Seat of Griffith) Daniel Ryan (Community representative for Federal Seat of Lilley) Chris Kang (Community representative for State Seat of Clayfield) Marion Lawie (Airservices Australia) Donna Marshall (Airservices Australia) Cassandra Sun (BCC) Guest: Katy Hannouch (Western Sydney Airport) Matthew Martyn-Jones (Western Sydney Airport)
Apologies	Michael Hawkins (Community representative for Federal Seat of Dickson) Andrew Marshall (QLD, SA and NT Airports, Department of Infrastructure) Melissa Griffiths (QLD, SA and NT Airports, Department of Infrastructure) Brendan Mead (Qantas) Scott Mitchell (Virgin Australia) Alex Dallwitz (Aircraft Noise Ombudsman) Thomas Stacey (BCC) Neil Bain (Airservices Australia) Siobhan Cornett (Airservices Australia) Alex Tikoft (Airservices Australia) Andy Bauer (Virgin Australia) Rachel Crowley (BAC) Henry Tuttiett (BAC)

AGENDA ITEMS

10 am

Chair:

Welcome.

Acknowledgement of Country.

Confirmed the minutes for the last BACACG meeting on the 26 November 2024.

Chair update:

- Acknowledge meeting was held primarily online due to potential impacts of ex-Tropical Cyclone Alfred.
- Welcomed representatives from Western Sydney Airport as guests, to observe and provide a short presentation.
- Advised that the Department of Infrastructure has declined to attend future CACG meetings across relevant airports unless explicitly required. The Chair advised that on behalf of the BACACG group, a letter will be sent to Minister Catherine King expressing the group's disappointing with the decision and requesting the Department reconsider the decision.

BACACG Secretary Update:

Sian Balogh (SB), Community Engagement Manager at BAC and BACACG Secretary, provided an update of incoming and outgoing correspondence to the BACACG email inbox and incoming aircraft noise feedback. SB advised that there are outstanding actions relating to a request for raw noise monitoring data from Airservices Australia and a response from the Department of Infrastructure in relation to questions raised by the Community Representative for the Federal Seat of Brisbane.

Tim Boyle (TB), Head of Airspace Management at BAC, provided information relating to actions raised at the previous meeting including:

- Question raised by the Community Representative for the Federal Seat of Brisbane in relation to which airlines are taking a voluntary higher tailwind. TB advised that the information is difficult to ascertain as data identifying voluntary decisions is not stored. TB provided graph outlining instances when the wind speed has exceeded 5 knots and aircraft have departed over the bay. See Appendix 1. The Community Representative advised purpose of the question was to demonstrate whether the voluntary option decreased aircraft flying over residents.
- Question raised by the Community Representative for the Federal Seat of Moreton regarding whether BAC could communicate a request to airlines to keel aircraft landing gear up for as long as possible before landing. TB advised that BAC spoke with airline partners and received information indicating that due to factors including the weight of the aircraft, weather, type of approach, and Air Traffic Control requirements, it is unlikely that any material change is possible. See Appendix 1.

Western Sydney Airport Update

Katy Hannouch (KH), Western Sydney Airport, provided a general update on the development and future operations of the Western Sydney Airport including projected passenger numbers, more jobs for residents, and a timeline for opening in 2026.

The Chair invites the Western Sydney Airport representatives to observe the remainder of the meeting.

Transport Planning Update | BAC

Michael Jarvis (MJ), Head of Airport Planning at BAC, provided an update on BAC's transport connectivity strategy, highlighting key points:

- Brisbane Airport isn't significantly affected by traffic from the CBD due to it's location and connection to the Airport Link Tunnel.

- With significant growth of the Australian Trade Coast (which includes the Pinkenba Cruise Terminal and Port of Brisbane), BAC has collaborated with the Department of Transport and Main Roads and the Brisbane City Council to complete a review of the transport impacts and opportunities in and around the Brisbane Airport precinct.
- Modelling indicates by 2040 road networks in and around the airport will become congested, and public transport will need to be a more reliable transport option. BAC is continuing to advocate for more public transport options.
- Active Transport continues to be a popular and important transport alternative, with BAC's Active Transport Strategy framing the work to be completed to increase connectivity in and around the precinct.
- BAC continues to advocate for safety, resilience and capacity upgrade funding for Main Myrtle Town Road.
- BAC is working with the Brisbane City Council to advocate for Brisbane Metro to expand services to Brisbane Airport.

MJ advised BAC's 2026 Master Plan will include information on Active Transport and general transport in and around the Brisbane Airport precinct. For more information, see Appendix 1.

Questions:

- The Community Representative for the Federal Seat of Bonner expressed that the information about transport was good but was disappointing to see that a large amount of money is being invested into transport rather than measures relating to aircraft noise mitigation. The Representative also expressed disappointment that the Department of Infrastructure was not in attendance.
- The Community Representative for the Federal Seat of Brisbane also expressed concern about funds not being directed to noise mitigation measures.

Airservices Australia Update

Marion Lawie (ML), Airservices Australia, provided an update on the Noise Complaint and Information Service (NCIS) and Noise Action Plan for Brisbane (NAP4B). ML advised that complaint data is available on the Aircraft in Your Neighbourhood webpage. ML advised that the number of individual complainants has dropped, but overall contacts have increased (complainants are making more submissions).

ML advised that additional contacts are expect in response to ex-Tropical Cyclone Alfred and significant weather events can result in unusual movements.

ML advised that, pending feedback from the Brisbane Airport Airspace Advisory Board (AAB) the NAP4B Program Update graphic will be shared on the Airservices Website (see Appendix 1).

ML shared update on outstanding action relating to the request for raw data from Airservices Australia's noise monitors. ML shared information on the metrics used to interpret noise data and the varying results, ML advised that the information will be shared with the intent to help educate the community on the types of metrics available to interpret noise data (see Appendix 1). ML also shared information on where to find completed reports on short term noise monitoring (see Appendix 1).

ML responded to an action from a previous meeting raised by the Community Representative for the Federal Seat of Bonner, wherein data was requested demonstrating the number of pilots applying for exemption for SID procedures. ML advised that this data is not recorded.

Questions:

- The Community Representative for the Federal Seat of Griffith questioned whether a new Environmental Impact Statement (EIS) would be completed to rectify the discrepancy between the one produced during the New Parallel Runway and the current aircraft movements. Donna Marshall (DM), Airservices Australia, advised that the EIS was not completed by Airservices Australia and was completed by BAC. The Representative queried what was being done to reduce noise impact since aircraft movements have doubled. DM advised that the NAP4B is an attempt to reduce impact of aircraft operations, however Airservices Australia cannot stop the movements. The Representative questioned how long before the NAP4B is put into action. DM advised that the

NAP4B started in 2023 and a number of actions have already been implemented, and the process is approximately half way complete.

- The Community Representative for the Federal Seat of Brisbane advised interest in a new Environmental Impact Assessment (EIA) to demonstrate current flight paths and proposed flight paths identified by TRAX. TB advised that updated noise forecasts will be included in the 2026 Master Plan.

BAC Update | Community & Passengers

Daniel Yelf (DY), Hub Development & Analytics Manager at BAC, provided an update on passenger and aircraft data. DY advised that operations have essentially returned to pre-COVID levels with both Domestic and International passenger numbers recovering. DY advised of growth/changes since the previous meeting:

- Jetstar launched 3pw to Bangkok
- Qantas launched 4pw to Manilla
- Qantas growth for Singapore from 7pw to 9pw & Qantas growth for Wellington from 5pw to 7pw
- Cathay Pacific growth for Hong Kong from 6pw to 10pw
- China Eastern growth for Shanghai from 3pw to 7pw
- China Southern growth for Guangzhou from 4pw to 5pw
- Solomon Airlines launched 1pw to Auckland
- Virgin to launch 7pw to Dohan from 19th June 2025
- Cathay Pacific growth for Hong Kong to 12pw from 31st March 2025

SB provided an update on Community Activities including:

- Royal Flying Doctors Events held at Skygate Precinct
- Lost Property Auction generated $90k and was donated to Courier Mail Children's Fund to be distributed.
- Donations made from the Giving Globes to Guide Dogs Queensland, Assistance Dogs Australia, Foodbank, and Jonathon Thurston Academy
- Community Giving Fund closed at the end of Feb and received 190 applications

SB advised that there was an increase in general feedback over the December and January period due to an increase in travellers and ongoing construction works.

Questions:

- The Community Representative for the Federal Seat of Bonner questioned if any of the aircraft related to additional flights meet Chapter 14 standards under ICAO. TB advised to take the question on notice.
- The Community Representative for the Federal Seat of Lilley queried whether there a similar fund to the Community Giving Fund would be available for residents impacted by noise. SB advised that the Community Giving Fund is for non-for-profit organisation that have DGR status.

Community Representative General Business and Discussion

The Chair invites the Community Representatives to discuss any general business.

The Community Representative for the Federal Seat of Bonner

- The Representative advised they are currently filling an interim role on the AAB as well as remaining on BACACG. The Representative shared disappointment in not seeing leadership from group members and the Chair. The Representative asked DM to provide update on the scope of work being developed by Airservices Australia. DM advised that the AAB has requested Airservices Australia to provide information on the metrics used to share noise impacts. DM advised that Think

Research is the independent technical advisor working on the request and are available to the AAB. DM advised a brief has been developed by Airservices Australia to be shared with Think Research to work to identify any other metrics that could be used.

- The Representative questioned whether the next round of community consultation will include any of the recommendations made by the Seante Inquiry. DM advised that the recommendations are with the Department to make the ultimate decision and Airservices Australia will be guided by those decisions.

The Community Representative for the State Seat of Clayfield

- The Representative thanked SB and BAC for sharing details for the Pinkenba Community Association (PCA) to receive a briefing from Psi Quantum prior to the development being open for public consultation. The Representative advised that the PCA has concerns about the increased traffic as a result of the development and impact to road networks. The Representative indicated there are drainage and road maintenance concerns that haven't been rectified. The Chair invited Cassandra Sun (CS), Brisbane City Council), to respond. CS requested that information relating to road maintenance concerns be forwarded on to be raised at the Traffic and Transport Working Group.

The Community Representative for the Federal Seat of Lilley

- The Representative advised the Lilley Electorate Office has not received many queries regarding aircraft noise. The Representative advised the community will be interested in the Master Plan, particularly around traffic management and drainage.

The Community Representative for the Federal Seat of Brisbane

- The Representative questioned whether the next Master Plan would include new ANEF Contours with a map for residents to locate their home. TB advised that similar to previous Master Plans, the revised contours, in line with approval requirements, will be included with a map for residents to use. The Representative questioned when the consultation for the Master Plan will take place. TB advised it will start in either late July or early August 2025 and run for 60 business days.
- The Representative questioned whether the Post Implementation Review (PIR) only reviewed 70db contours. DM advised that the PIR compared actual operations post runway opening with the forecast in the final flight path design in the EIA. The Representative stated that the PIR only reviewed a limited number of areas. DM advised could not provide answer confidently without reviewing the document but advised there was a table included in the review that compared areas that had comparative differences from the EIA.
- The Representative queried how Airservices Australia developed its significance criteria when the EPBC Act does not have defined criterion. DM advised that the criteria was developed before she joined Airservices Australia but can generally advise that the criteria was developed in consultation with the Department of Environment at the time and with support of an external consultancy agency. DM advised that the purpose of the significance criteria is to provide guidelines for when Airservices Australia should refer matter to the Minister for Environment.

The Community Representative for the Federal Seat of Bowman

- The Representative advised that they have a list of questions for Airservices Australia, see Appendix 2.

The Community Representative for the Federal Seat of Moreton

- The Representative expressed disappointment with the success of the group since joining and advised that while the quality of the questions shared within the meeting has increased but not much change has happened. The Representative advised dissatisfaction with the response from airlines regarding the action item on landing gear, advising that the answer of 'safety first' doesn't address community concerns.
- The Representative asked the Chair if the group could identify three actions that the committee could have input on.
- The Community Representative for the Federal Seat of Bonner expressed disappointment in the success of the group, advising that there are no deliverables for the community. The

Representative requested action on the Emirates A380 flight arrival time (1:50am), identifying that the flight was called out in the Seante Inquiry as being a problem for the community. TB advised that, for clarity, the A380 flight meets the ICAO Chapter 14 noise standards. The Representative expressed that the flight should still be addressed.

The Community Representative for the Federal Seat of Griffith

- The Representative identified a report on Aircraft In Your Neighbourhood as not displaying the A380 flight as part of the report for Bulimba. DM advised for The Representative to share the report for Airservices Australia to review.
- The Representative advised they have completed a report identifying the noise mitigation solutions/programs employed at Long City Airport (see Appendix 3). DM advised that London City Airport's runway is half the length of Brisbane's and has significantly lower aircraft movements and passenger numbers per year. DM advised they will review the report but Airservices Australia cannot make comment on health impacts as they are not health experts. DM advised that any health related matter should be referred to the Department. DM advised that as a part of the approval for Melbourne Airport's Third Runway a health study will be commissioned.

The Community Representative for the Federal Seat of Ryan

- The Representative expressed significant disappointment with the lack of successful actions of the group and the lack of change for the community regarding aircraft noise. The Representative stated that a health study as not enough and action is needed. The Representative requested an apology from BAC regarding the impact of aircraft noise. The Chair advised request would be shared with BAC's CEO.

Close Meeting | Final Comments from Chair

Meeting closed at 12:05pm.

Next meeting to occur on 26th June 2025 - Action items below carried forward to next meeting.

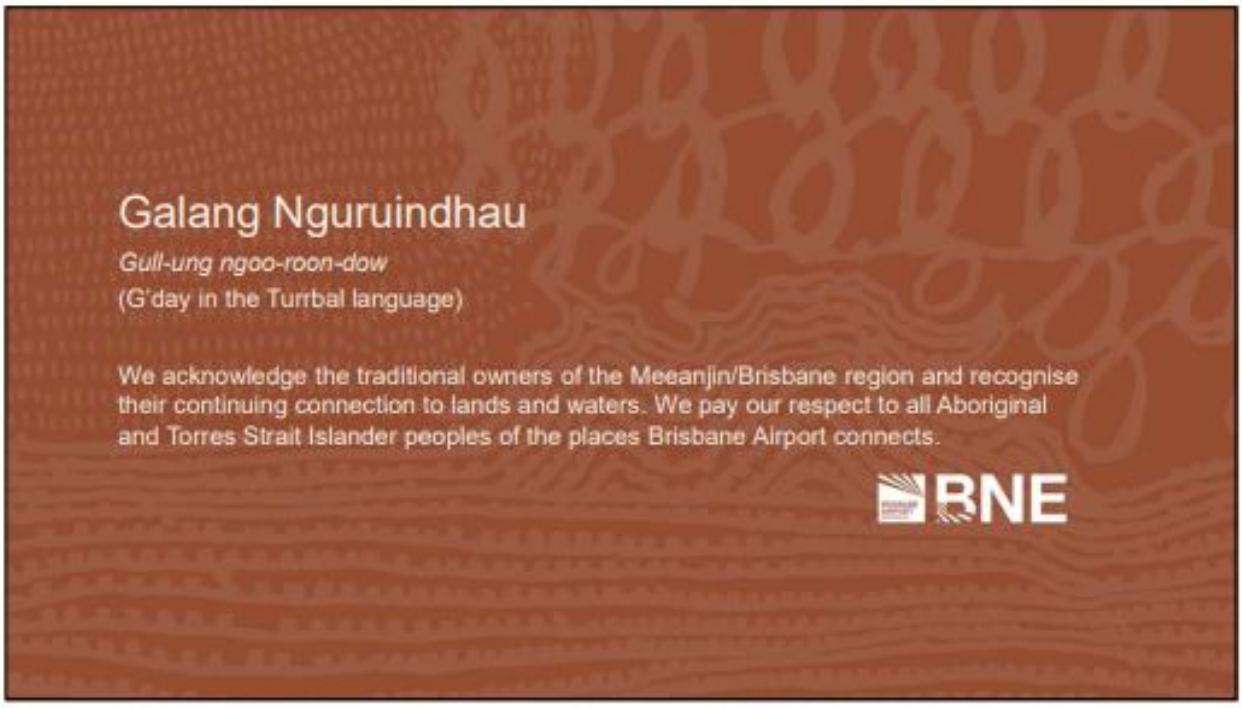
Action Items	Owner(s)	Deadline	Status
Noise monitor raw data: AA is continuing discussions with the AAB on how to approach raw noise data, and an update will be provided at next meeting.	AA	Ongoing	In progress
BAC to identify which additional flights and/or aircraft meet Chapter 14 noise standards.	BAC	Next Meeting	In progress
The Community Representative for the Federal Seat of Bowman tabled questions for Airservices Australia (Appendix 2)	AA	Next Meeting	In progress
BAC to locate the information on which airlines are taking the voluntary 7-know tailwind and provide to the Representative for the Federal Seat of Brisbane.	BAC	Next Meeting	Completed
The Community Representative for the Federal Seat of Bonner referred to the Seante Inquiry and comments made about pilots applying for exemption for SID procedures as they were not able to meet published standards for climb gradients. The representative queried whether there was data on the amount of exemptions granted.	AA	Next Meeting	Completed
The Community Representative for the Federal Seat of Brisbane questioned why reference to the ICAO balanced approach towards aircraft noise was removed between the Green Paper and the White Paper. The representative also questioned whether any cost-benefit studies have been completed in reference to the White Paper initiatives.	DTIRDCA	Next Meeting	In progress

The Community Representative for the Federal Seat of Bowman tabled questions for Airservices Australia (Appendix 4)	AA	Next meeting	Completed
The Community Representative for the Federal Seat of Moreton asked whether BAC could communicate request for landing gear to be kept up as long as possible with the airlines.	BAC	Next meeting	Completed

APPENDICES

Appendix 1. Meeting presentation

1



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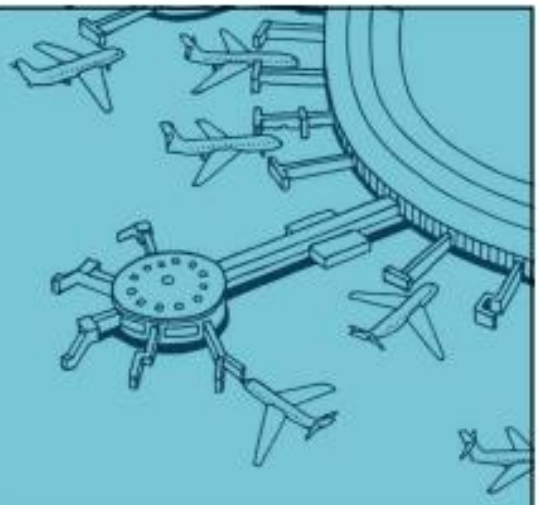
CHAIR'S UPDATE

Nigel Chamier AM



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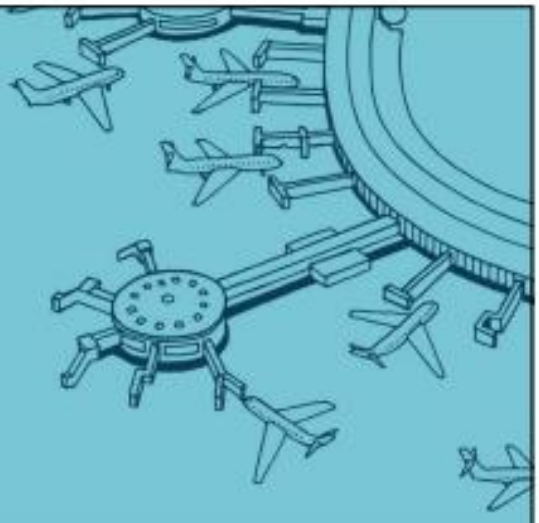
SECRETARY'S UPDATE

Siân Balogh

BACACG Secretary



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BACACG

Action items from previous minutes:

- Tail Wind Departures (next slide)
- Landing Gear Extension (next slide)

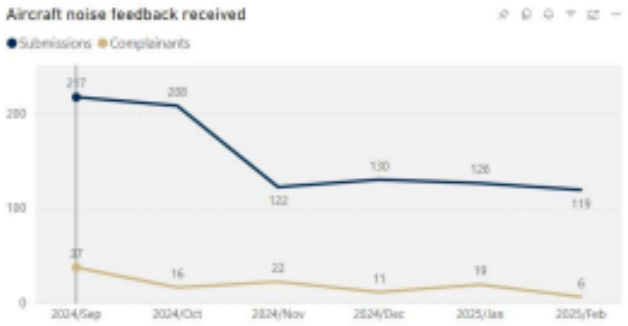
Outstanding

- Airservices to provide update on raw noise data post discussion with AAB
- DTRIDCA response to question from representative for Brisbane – outstanding

Aircraft Noise - BACACG inbox (December 2024 – February 2025)

375 Number of submissions

26 Number of complainants



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TAIL WIND DEPARTURES

Action : BAC to locate the information on which airlines are taking the voluntary tailwind and provide to the Representative for the Federal Seat of Brisbane

1 November 2024- 24 February 2025

Criteria

- Aircraft departs 01R
- Reported wind is 100 ° -280° (green sector above)
- Wind is 6 knots or greater

Note: Tailwind component varies depending on actual wind direction

6

LANDING GEAR EXTENSION

Action : The community representative for the Federal Seat of Moreton asked whether BAC could communicate request for landing gear to be kept up as long as possible with the airlines

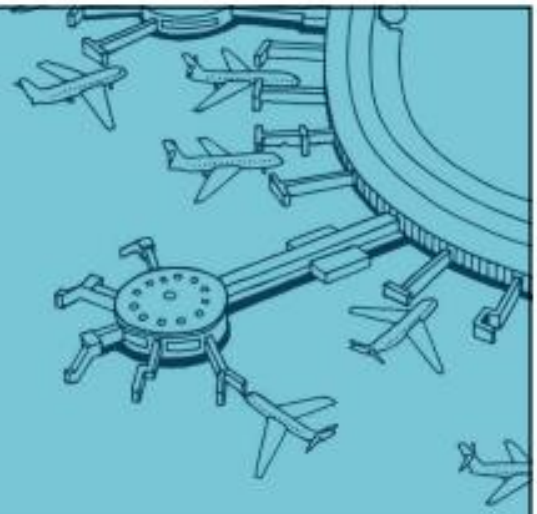
Feedback from three international operators was consistent:

- Landing gear extension normally occurs between 3000 - 2500ft
- Landing gear may be selected earlier in the approach if sequencing and speed control require it.
- The limiting criteria is "stabilised approach criteria" which is a requirement for continuing the approach and landing. Airlines have go-around requirements for unstable approaches.
- Delaying landing gear extensions, delays the selection of wing flap settings, which are required to meet the stable approach criteria
- Pilots will extend the landing gear as part of the pre-landing sequence to ensure they have sufficient time to meet the stabilised approach criteria.
- Type of approach, aircraft weight, weather conditions and ATC requirements are other considerations

7

WESTERN SYDNEY AIRPORT

Katy Hannouch



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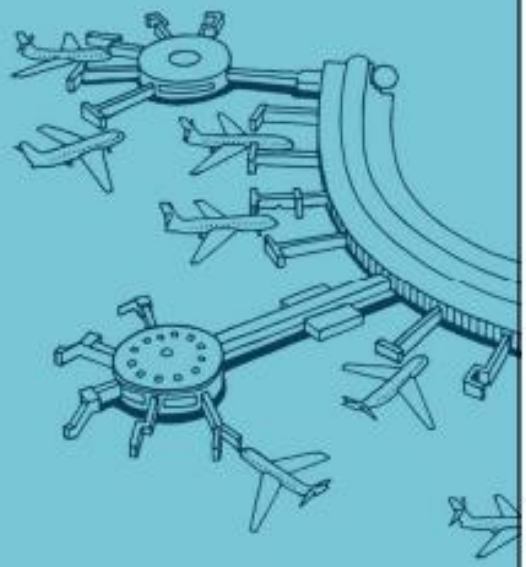
BRISBANE AIRPORT

TRANSPORT CONNECTIVITY

Michael Jarvis



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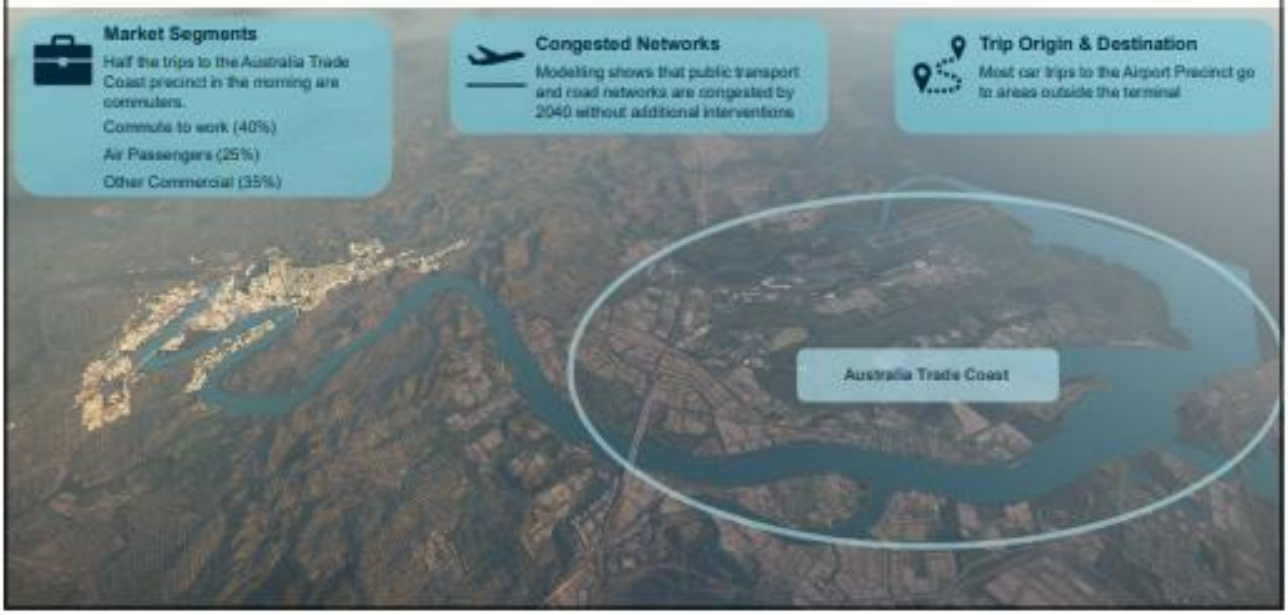
CONTEXT

- A critical component of Brisbane Airport's Strategy is the improvement of public transport connections for passengers and workers as the airports continues to grow.
- By 2046, Brisbane Airport is forecast to double in size and connect 50 million passengers annually to support the growth of Brisbane and South East Queensland
- To support this growth in passengers, BAC;
  - Opened the new runway in 2020.
  - Plan to open a new terminal by 2032.
  - Will expand maintenance, logistics and freight facilities progressively.
- Further to Airport growth, the area around Brisbane Airport – Known as the "Australia Trade Coast North" (ATC) will;
  - Contributes $8.6b to QLD, growing to **$10.2b by 2030**.
  - Provide 66,000 jobs for Queenslanders, growing to **77,885 by 2030**
  - The Brisbane International Cruise Terminal (BICT) will continue to grow, supporting tourism.
- To better understand the transport impacts and opportunities, BAC, TMR and Council collaborated on the Brisbane Airport Precinct Area Study (BAPAS) completed in November 2022.

10

INSIGHTS



11

Off/on-airport

PUBLIC AND ACTIVE TRANSPORT SOLUTIONS

1. BNE ***Active Transport*** Strategy to provide safe and attractive Active Transport and last mile connections
2. Reduction in ***Airtrain*** fares and a bring-forward of the end of Airtrain exclusivity
3. ***North-East Transit Strategy*** providing a high-quality Active Transport and Busway for North-East Brisbane
4. ***Road Network Capacity and Permeability*** with Kingsford Smith Drive Extension, Schneider Rd Link and Terminal Access Priority

12

12

GIICA SUBMISSION

BAC submission to GIICA included:

1. Airtrain contract – exclusivity and fare normalisation
2. Brisbane Metro funding to BNE as per *Race to Gold*
3. Active Transport funding allocation to integrate with the BNE network
4. Main Myrtletown Road safety, resilience and capacity upgrade funding

13

AIRTRAIN IMPROVEMENT

Current Challenges

- Low Patronage - 7% of all pax trips to BNE
- (per Masterplan 2020)
- Limited operating hours for a 24/7 Airport - First service: 5am Last service: 10pm
- Limited Frequency - 4 trains per hour during peaks, 2 trains per hour during off-peak

Potential Improvements

- Airtrain contract is TMR responsibility. BAC's role is a balance between advocacy for change and supporting Airtrain and TMR.
  - Improve Airtrain operations (frequency, operating hours and ticket cost).
  - Change exclusivity to permit buses to service the terminal precincts.

Spotlight on 50% Fares

	Fare	Fare	Patronage increase	
Staff	$43 / week	$21.50	~69%	$46 / week
General public	$21.50	$10.95	~18%	$22.30

14

BRISBANE METRO – EXPANSION TO BRISBANE AIRPORT

On the 28th of August the Queensland Government and Brisbane City Council, released *Race to Gold – Brisbane's Games Transport Legacy*

- Including a commitment by Council and State for a significant future expansion plan for Brisbane Metro to Springwood, Carseldine, Capalaba and Brisbane Airport.

- 2 options to link the Airport are proposed stopping at Skygate and Terminals,
  - Metro Line 4 utilising **Airport Link**, and
  - Metro Line 4 utilising **Doomben Line (convert existing corridor to busway)**

- Funding from the SEQ City Deal ($450m) will be re-allocated to the Brisbane Metro expansion business case.

- BAC is working with Council to advocate for Metro expansion to Brisbane Airport as part of this process.

Note on 50c fares for Buses @ Skygate:

Increase of approximately 100 trips per day per weekday on the 590 bus to/from Skygate

15

BRISBANE AIRPORT CORPORATION

PROJECT UPDATES

16

Off/on-airport

OUR ACTIVE TRANSPORT STRATEGY ADDRESSES FOUR KEY PRIORITIES….

Our vision

WALKING, RIDING AND ROLLING TO, THROUGH AND WITHIN BRISBANE AIRPORT IS INCLUSIVE AND A POSITIVE EXPERIENCE FOR EVERYONE

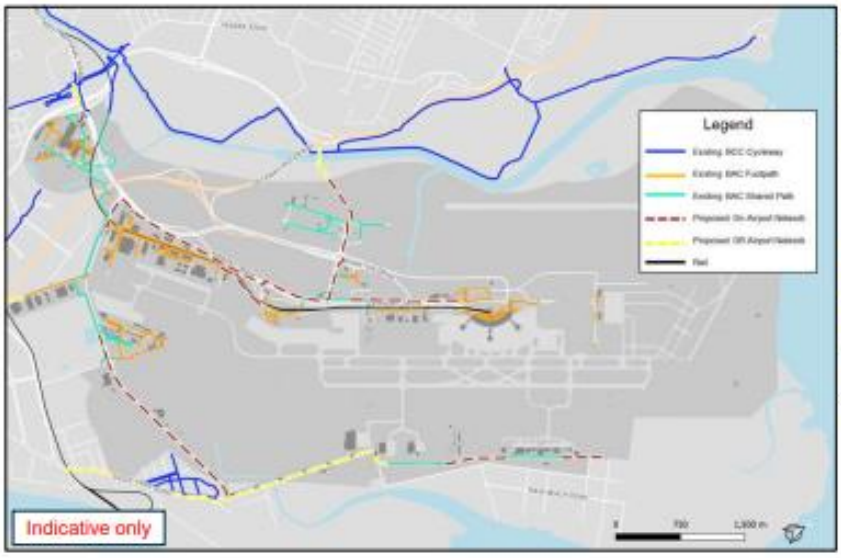
Our strategic priorities

Connection	Expansion	Facilities	Engagement
Identifying & filling in missing links including **connections to and within** airport	**Expansion of the on-airport network** which is accessible by all active transport users	Provision of **supporting facilities** including shelters, seats, end of trip facilities, etc.	**Promoting and encouraging Active Transport** for all users to, from and within the Airport network

17

17

ACTIVE TRANSPORT MASTER PLAN



Our proposed infrastructure actions ensure:

- On-airport network gaps are filled
- On-road cycling network reliance reduced / removed
- External connectivity improved

Completed or ongoing projects:

- Sugarmill Road connection (July 2024)
- Gateway Bikeway – corridor planning (March 2025)
- Terminal Connection Bikeway – Concept Design (March 2025)
- Viola Place to Schneider Road Bikeway (BCC Project)

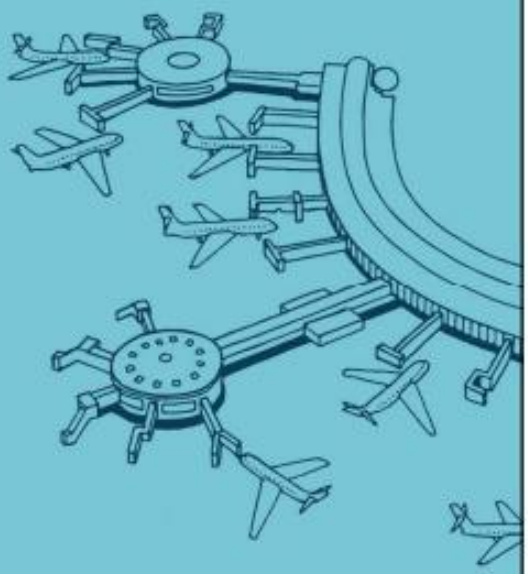
18

ACTIVE TRANSPORT
SUGARMILL ROAD CONNECTION
(JULY 2024)

19

AIRSERVICES AUSTRALIA UPDATE

Marion Lawie



20

Brisbane Airport CACG Airservices Update

Marion Lawie – Senior Advisor Community Engagement

4 March 2025

21

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Aircraft in your neighbourhood

- https://aircraftnoise.airservicesaustralia.com/
- Select Brisbane
- Select 'Your location', then enter your address
- Select 'What flight disturbed me' and 'Brisbane complaints report'
- January 2025 now available

22

22

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NCIS UPDATE
November 2024 – January 2025

Complainants

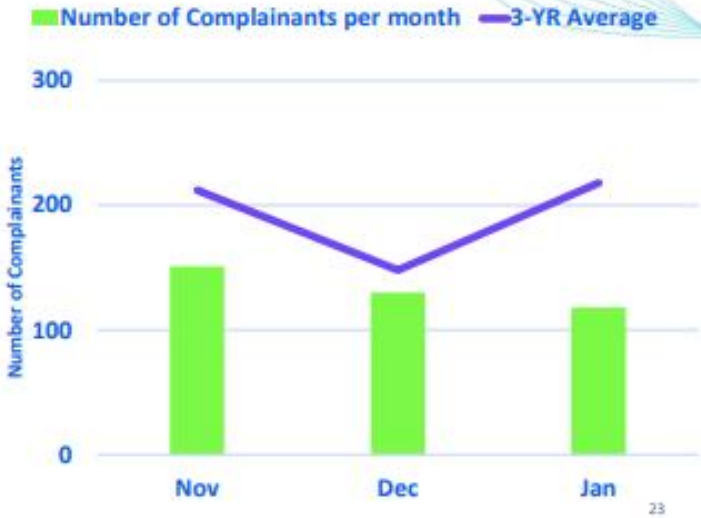
— 286 individual complainants
- 3004 contacts
- 87 new complainants

Suburb

— 105 suburbs recorded a complainant
- Coorparoo – 11
- Balmoral & Morningside – 11 each

— 47 suburbs recorded a single complainant

— 19 suburbs recorded 5 or more complainants



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23

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NCIS UPDATE
November 2024 – January 2025

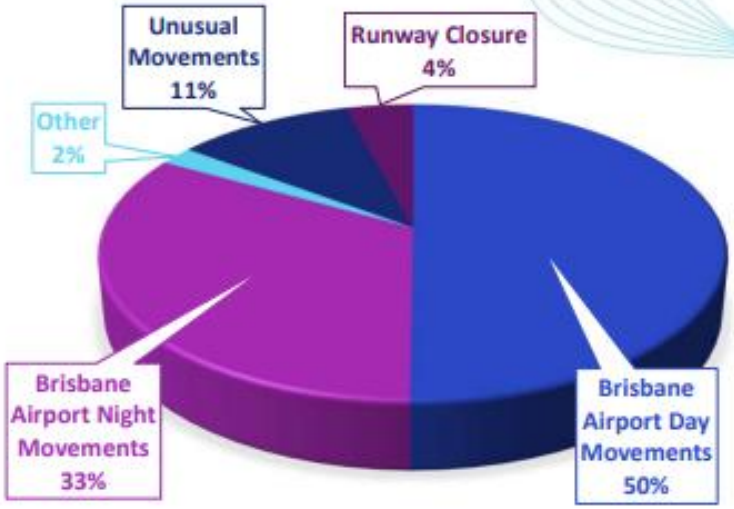
Issues

— **Day movements**
- Runway 01 Right ARR – 45
- Runway 01 Left ARR – 40
- multiple runway directions – 33
- Runway 19 Right DEP – 27
- Runway 19 Left DEP – 18
- Runway 01 Right DEP - 14

— **Night movements**
- Runway 19 Left DEP – 68
- Runway 01 Right ARR – 35
- Multiple runway directions – 8
- Runway 19 Right ARR – 4

— **Unusual movements**
- Weather diversions – 24
- Radar departures – 11
- Traffic management – 2

— **Runway closures**
- Works – 14



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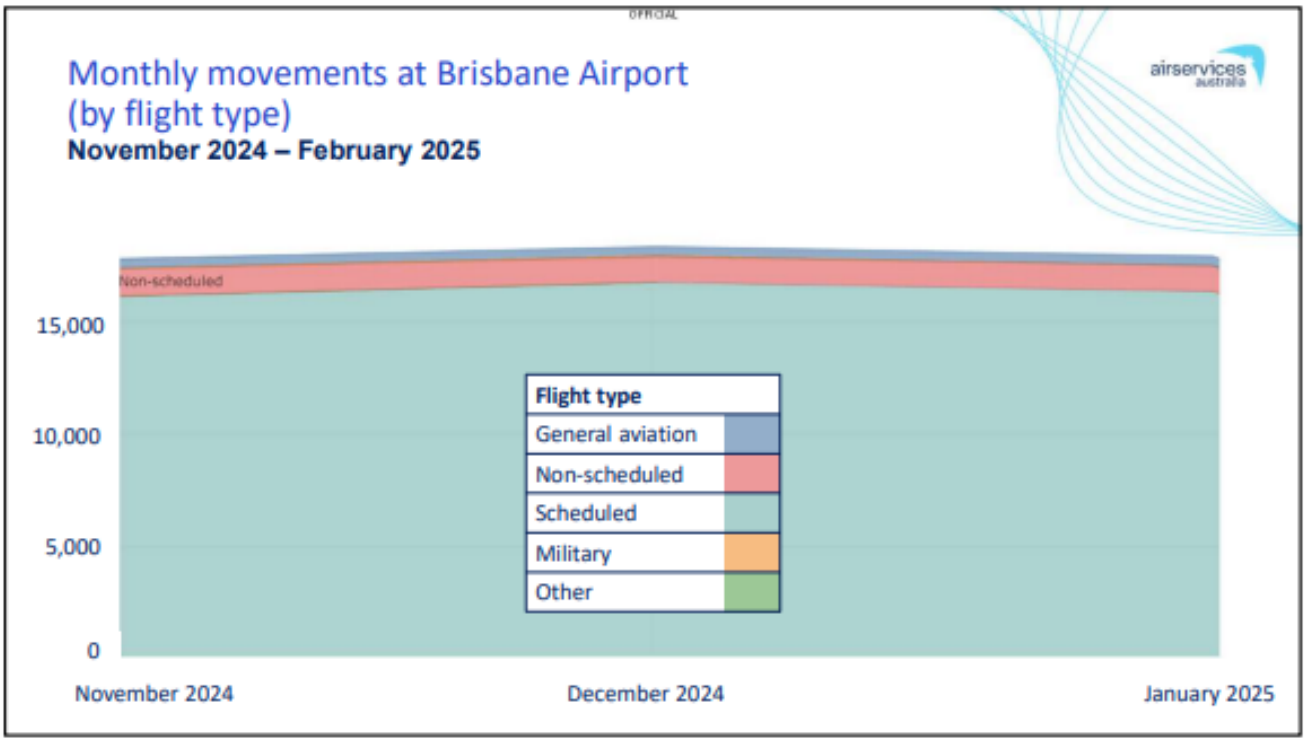
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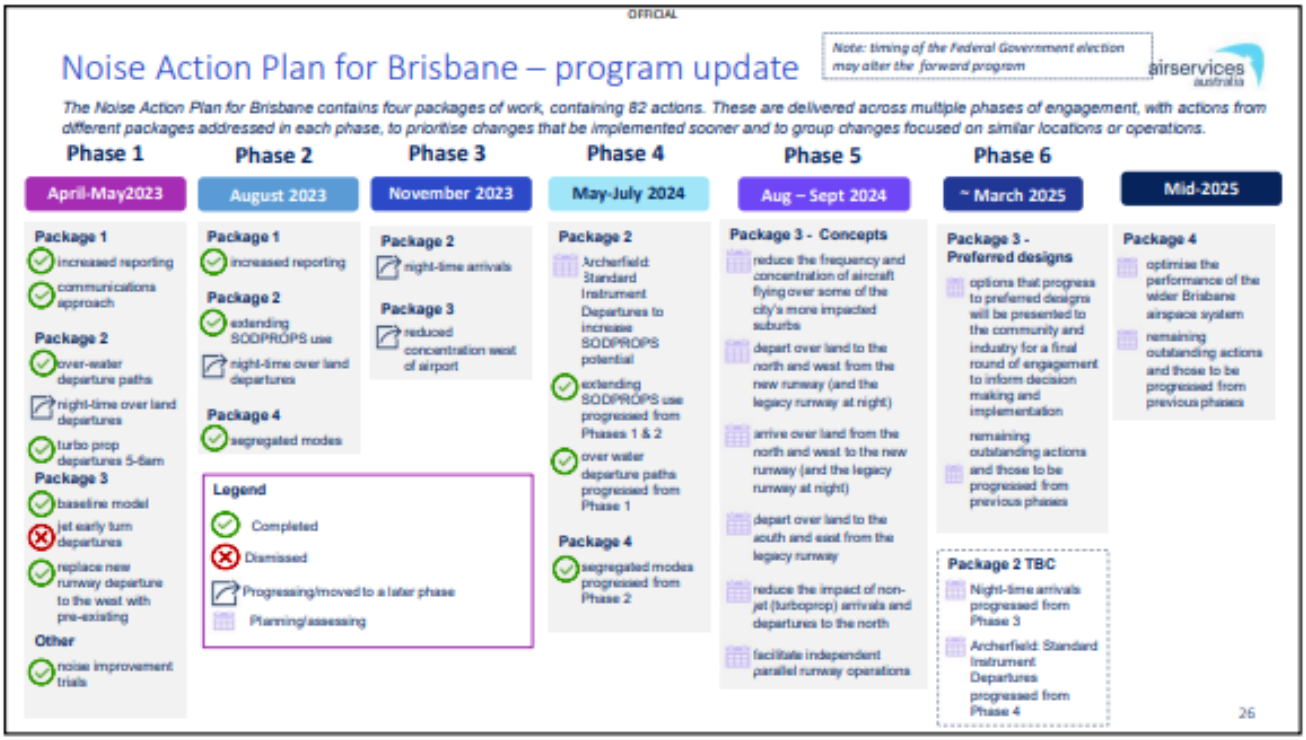
Monthly movements at Brisbane Airport (by flight type)
November 2024 – February 2025
airservices australia
Non-scheduled
15,000
10,000
5,000
0
Flight type
General aviation
Non-scheduled
Scheduled
Military
Other
November 2024
December 2024
January 2025

25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Noise Action Plan for Brisbane – program update
Note: timing of the Federal Government election may alter the forward program
airservices australia
The Noise Action Plan for Brisbane contains four packages of work, containing 82 actions. These are delivered across multiple phases of engagement, with actions from different packages addressed in each phase, to prioritise changes that be implemented sooner and to group changes focused on similar locations or operations.
Phase 1
April-May2023
Package 1
increased reporting
communications approach
Package 2
over-water departure paths
night-time over land departures
turbo prop departures 5-6am
Package 3
baseline model
jet early turn departures
replace new runway departure to the west with pre-existing
Other
noise improvement trials
Phase 2
August 2023
Package 1
increased reporting
Package 2
extending SODPROPS use
night-time over land departures
Package 4
segregated modes
Legend
Completed
Dismissed
Progressing/moved to a later phase
Planning/assessing
Phase 3
November 2023
Package 2
night-time arrivals
Package 3
reduced concentration west of airport
Phase 4
May-July 2024
Package 2
Archerfield Standard Instrument Departures to increase SODPROPS potential
extending SODPROPS use progressed from Phases 1 & 2
over water departure paths progressed from Phase 1
Package 4
segregated modes progressed from Phase 2
Phase 5
Aug – Sept 2024
Package 3 - Concepts
reduce the frequency and concentration of aircraft flying over some of the city's more impacted suburbs
depart over land to the north and west from the new runway (and the legacy runway at night)
arrive over land from the north and west to the new runway (and the legacy runway at night)
depart over land to the south and east from the legacy runway
reduce the impact of non-jet (turboprop) arrivals and departures to the north
facilitate independent parallel runway operations
Phase 6
~ March 2025
Package 3 - Preferred designs
options that progress to preferred designs will be presented to the community and industry for a final round of engagement to inform decision making and implementation
remaining outstanding actions and those to be progressed from previous phases
Package 2 TBC
Night-time arrivals progressed from Phase 3
Archerfield: Standard Instrument Departures progressed from Phase 4
Mid-2025
Package 4
optimise the performance of the wider Brisbane airspace system
remaining outstanding actions and those to be progressed from previous phases
26

26

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Actions

airservices australia

Previous meetings

Noise data: metrics

- LAmax – single event maximum noise level
- N Above – number of events forecast at or above a particular level
- Leq – average sound level over a designated time period
- SEL – entire noise event as though it occurred in one second; useful to compare noise events of different durations
- Ldn – 24 hour averaged sound level with 10dB added for nighttime periods (10pm to 7am).

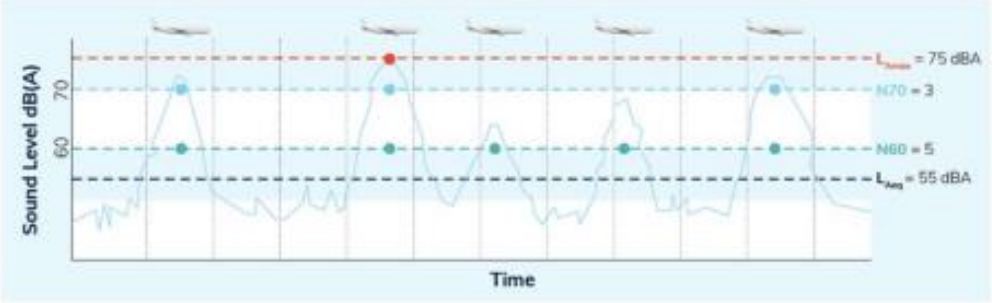

Image: https://www.wsiflightpaths.gov.au/pdf-documents/WSI_EIS_Chapter_11_Aircraft_noise.pdf

27

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Actions

airservices australia

Previous meetings

Noise data: monitoring

- Completion reports (available on Aircraft in your Neighbourhood)

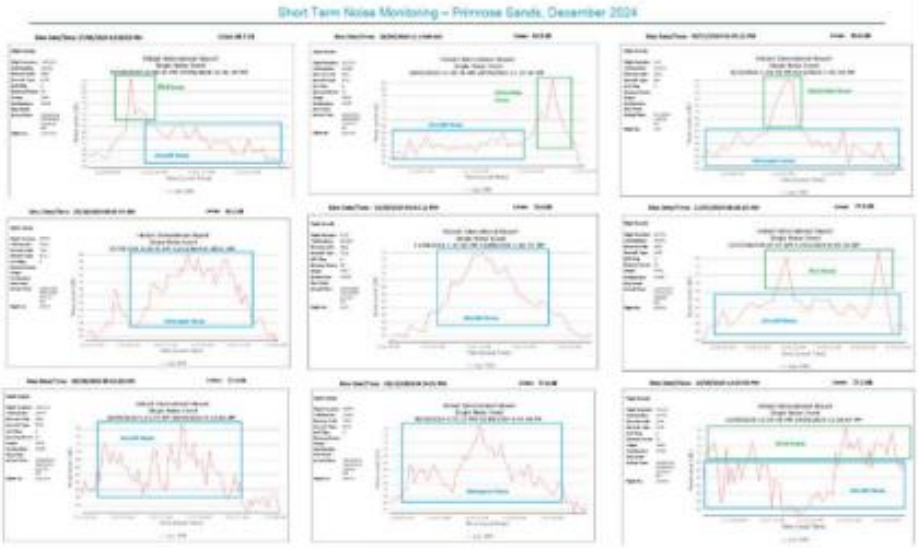
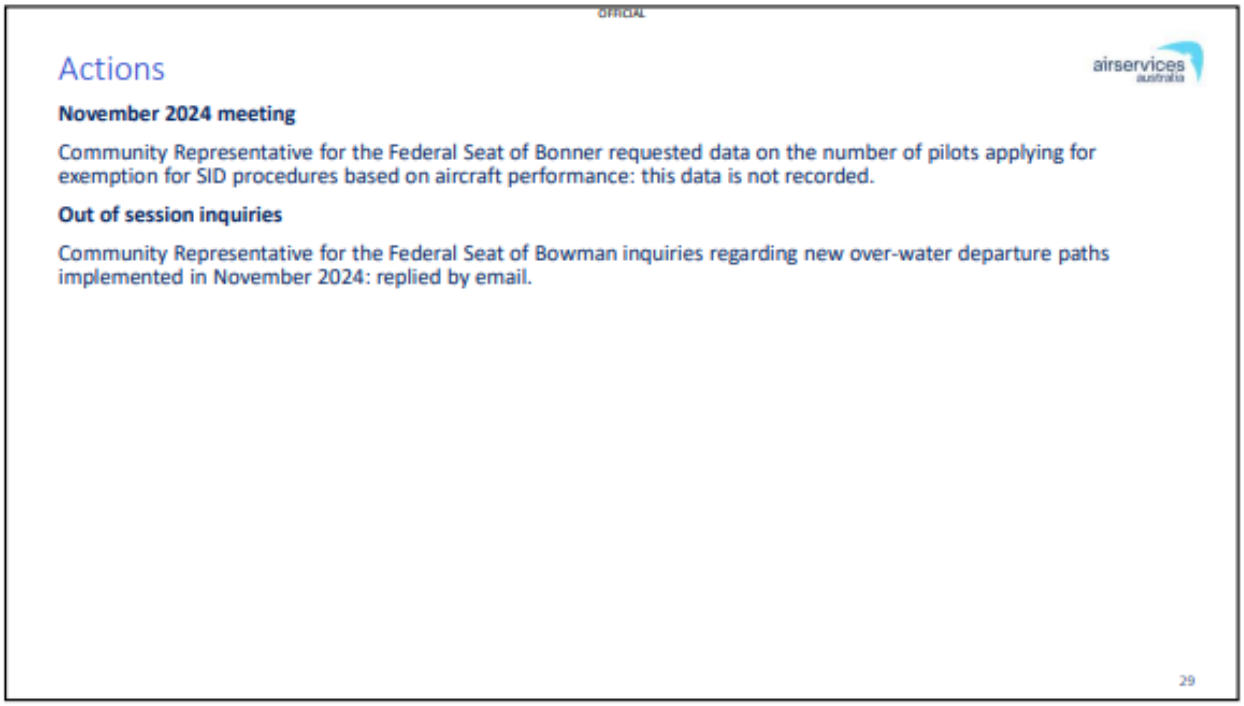
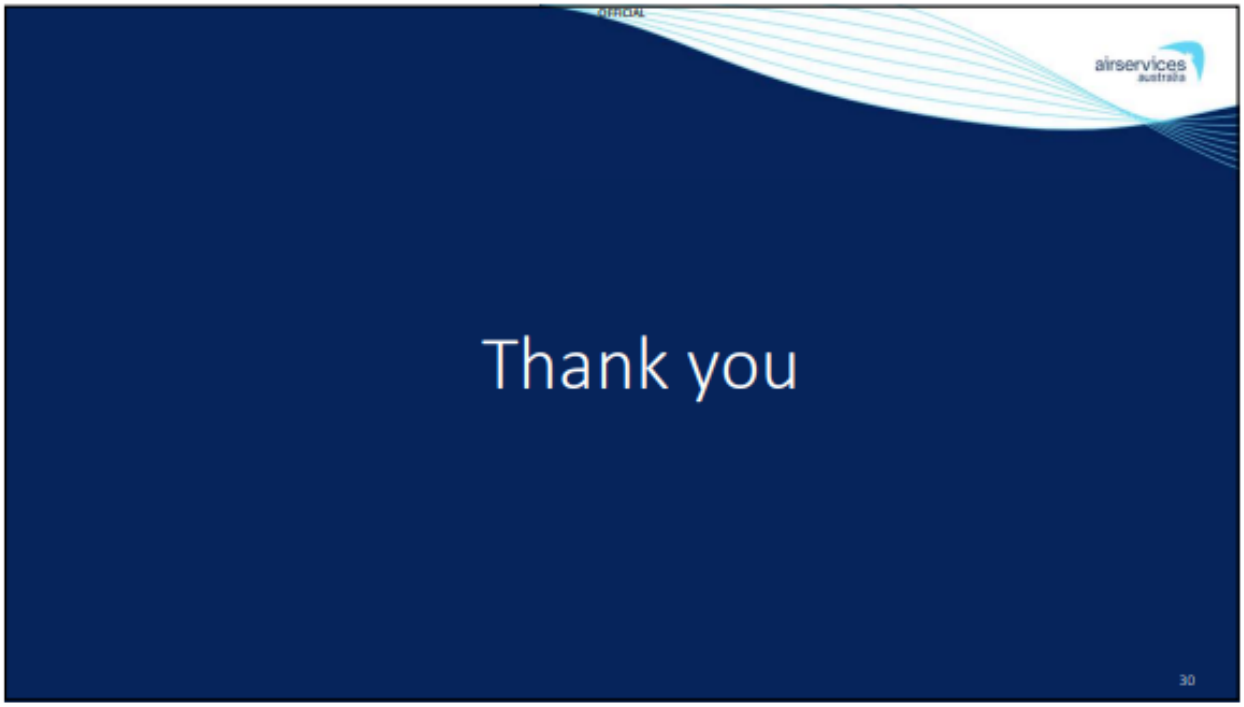


Figure 5: Top 9 correlated noise event from Table 8 graphed and analysed.

28


OFFICIAL
Actions
airservices australia
November 2024 meeting
Community Representative for the Federal Seat of Bonner requested data on the number of pilots applying for exemption for SID procedures based on aircraft performance: this data is not recorded.
Out of session inquiries
Community Representative for the Federal Seat of Bowman inquiries regarding new over-water departure paths implemented in November 2024: replied by email.
29

29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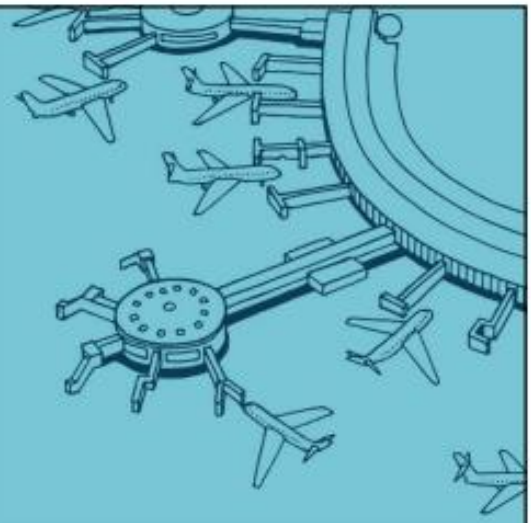
Thank you
30

30

BAC UPDATE

Daniel Yelf
Siân Balogh

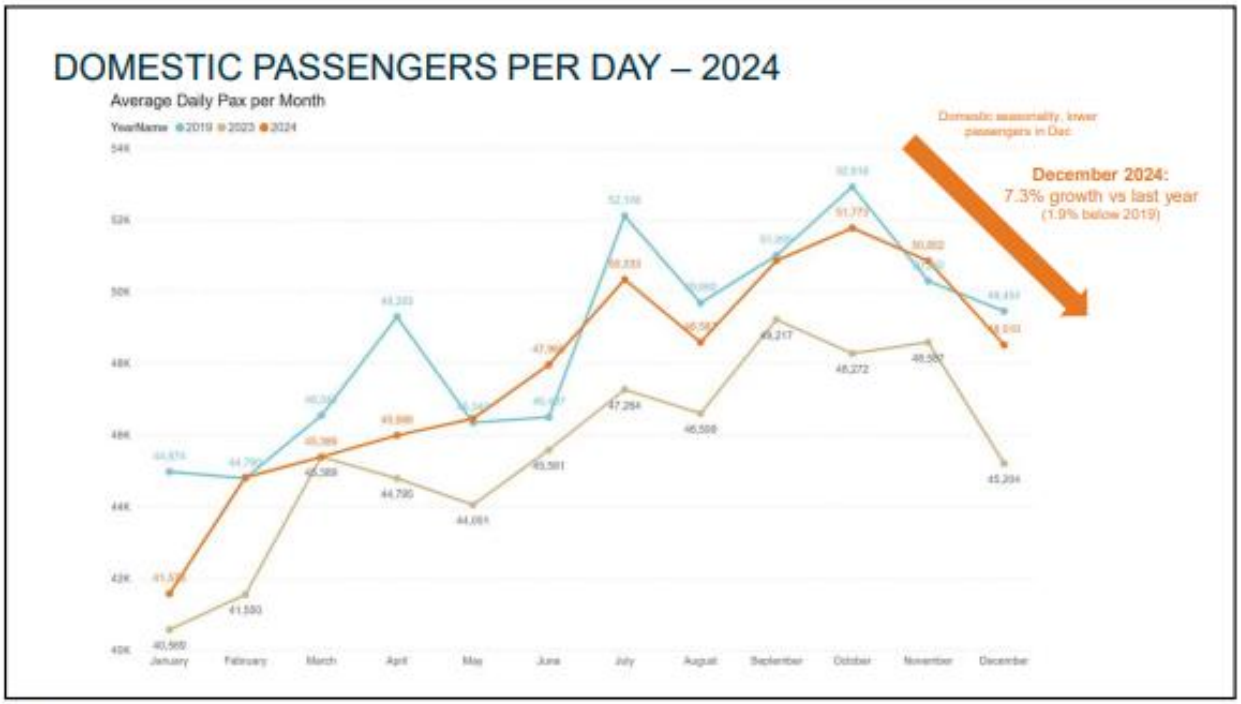


31

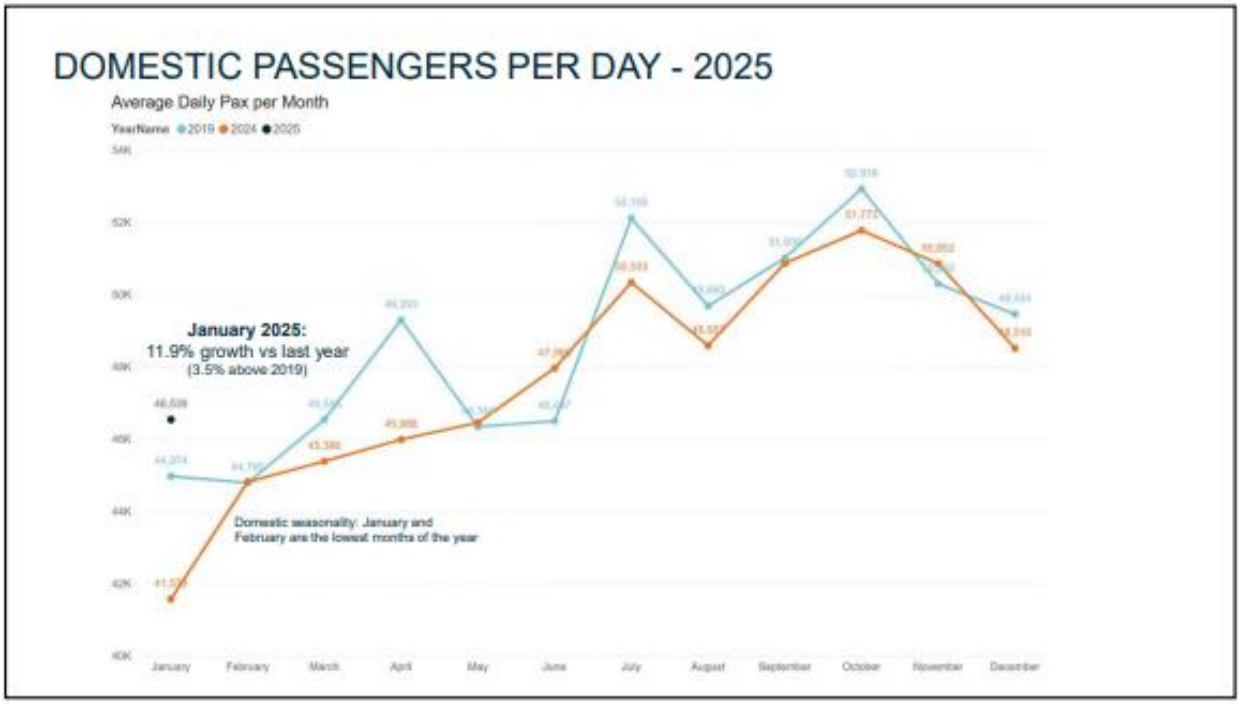
BRISBANE AIRPORT CORPORATION

AVIATION UPDATE

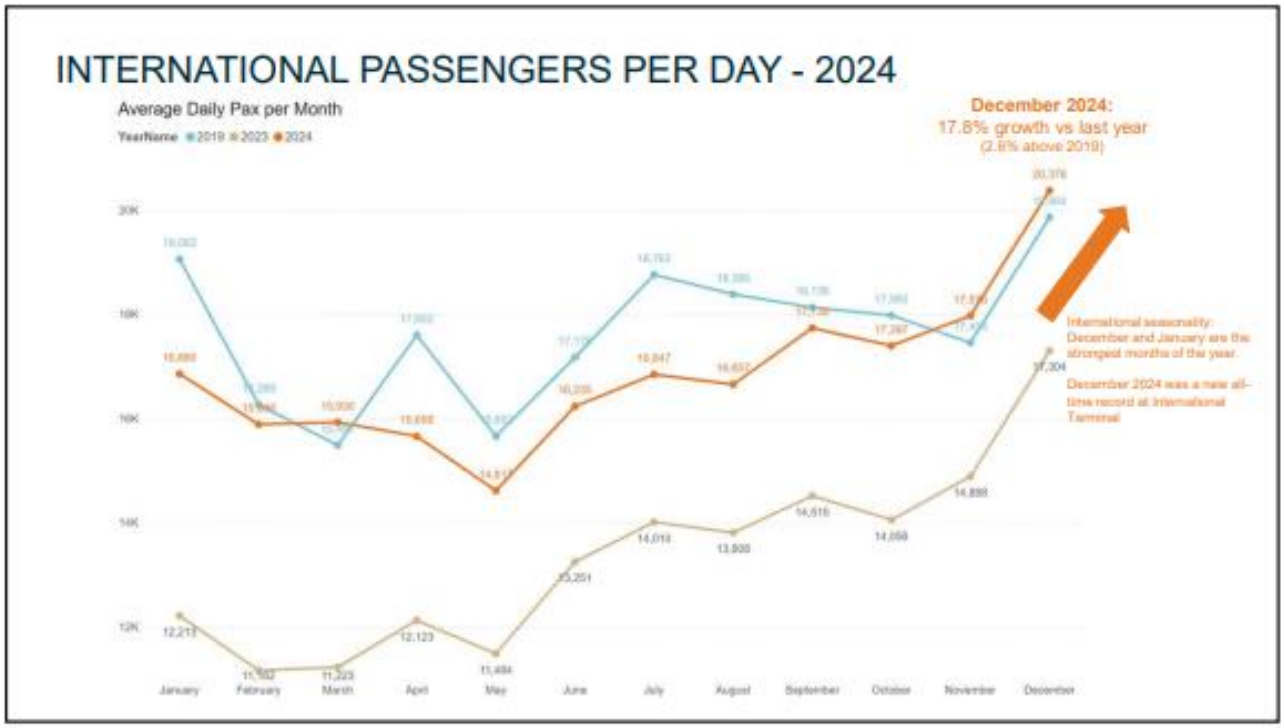
32


DOMESTIC PASSENGERS PER DAY – 2024
Average Daily Pax per Month
YearName 2019 2023 2024
Domestic seasonality: lower passengers in Dec
December 2024:
7.3% growth vs last year
(1.9% below 2019)
54K
52K
50K
48K
46K
44K
42K
40K
January
February
March
April
May
June
July
August
September
October
November
December

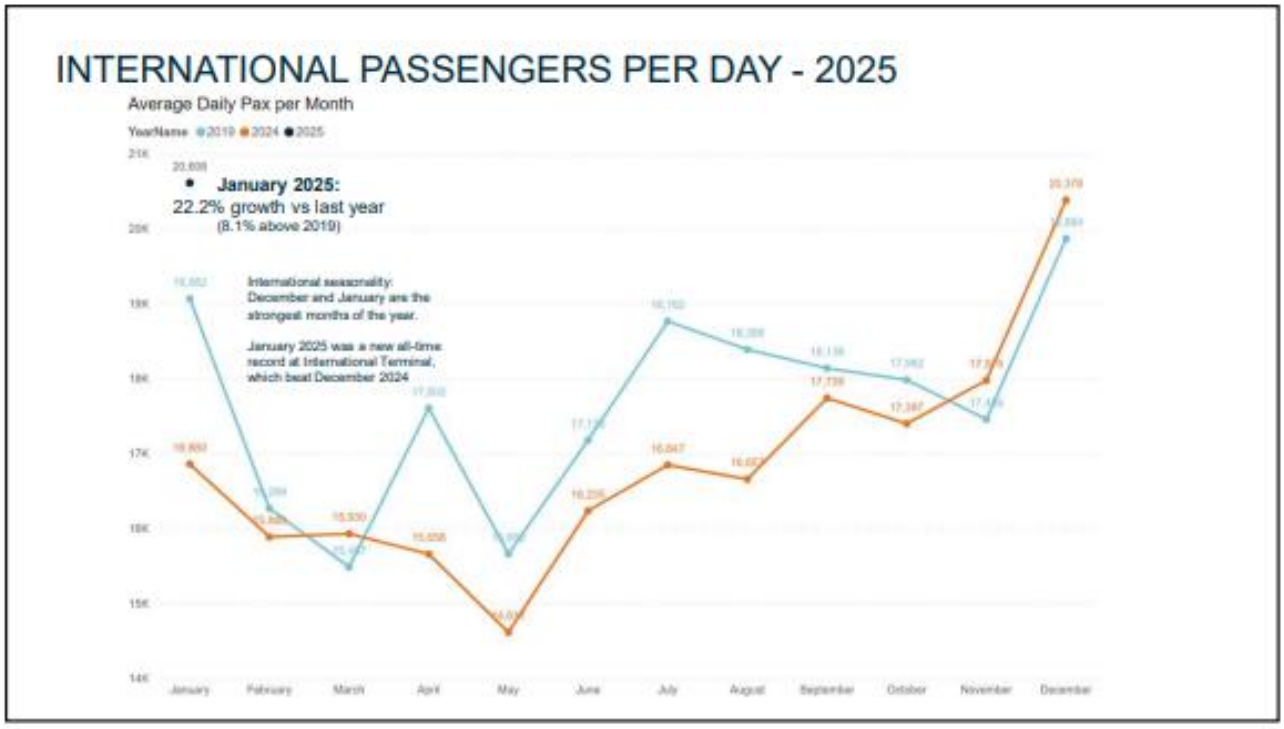
33


DOMESTIC PASSENGERS PER DAY - 2025
Average Daily Pax per Month
YearName 2019 2024 2025
January 2025:
11.9% growth vs last year
(3.5% above 2019)
Domestic seasonality: January and February are the lowest months of the year
54K
52K
50K
48K
46K
44K
42K
40K
January
February
March
April
May
June
July
August
September
October
November
December

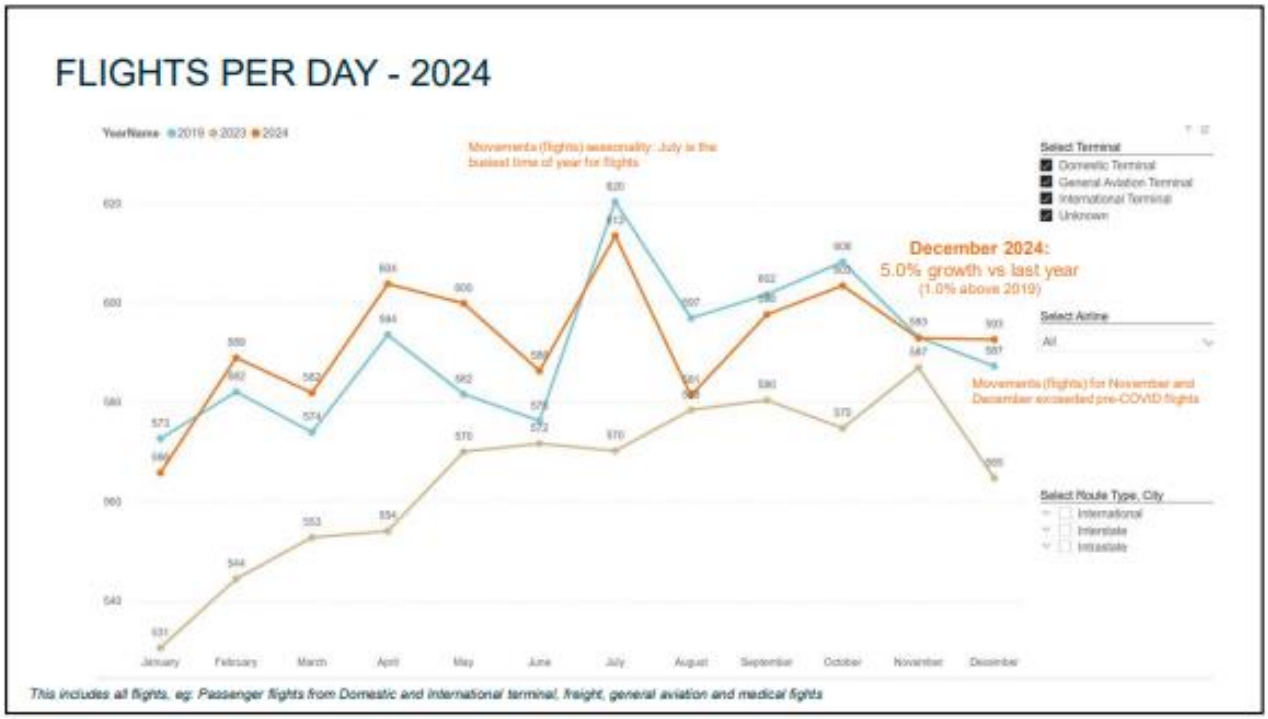
34


INTERNATIONAL PASSENGERS PER DAY - 2024
Average Daily Pax per Month
YearName 2019 2023 2024
December 2024:
17.8% growth vs last year
(2.8% above 2019)
International seasonality:
December and January are the
strongest months of the year.
December 2024 was a new all-
time record at International
Terminal
January
February
March
April
May
June
July
August
September
October
November
December

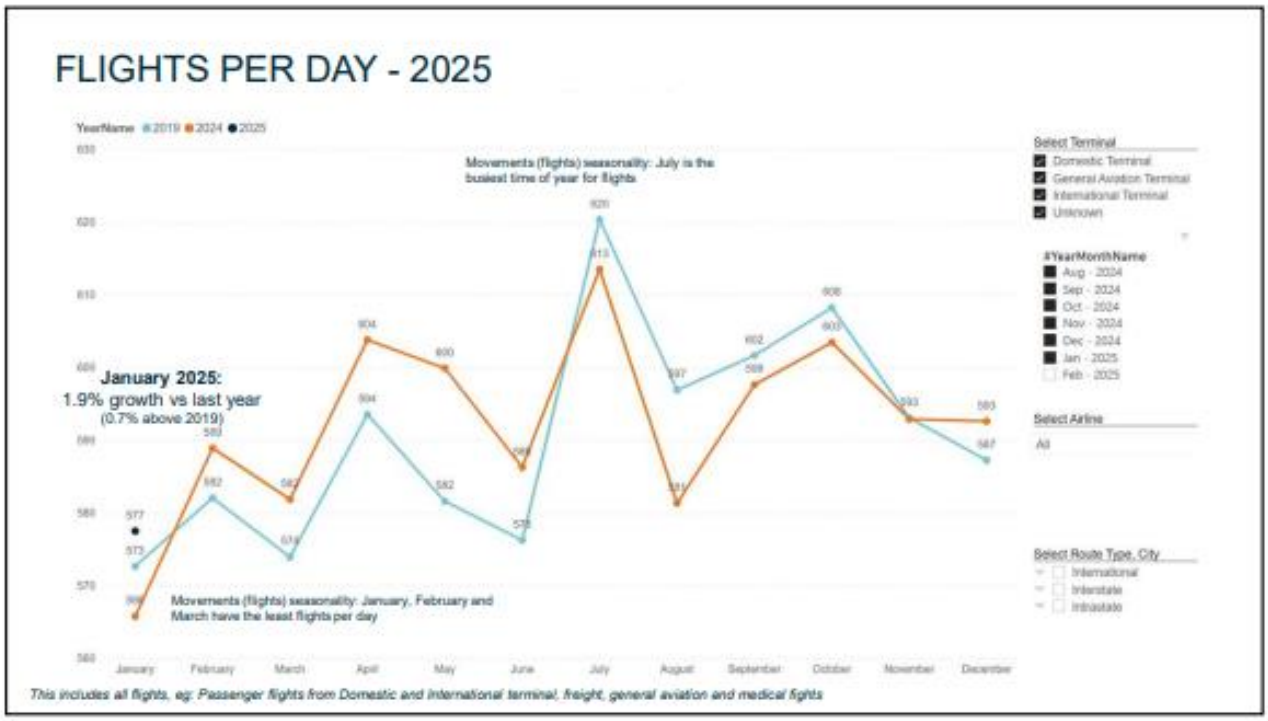
35


INTERNATIONAL PASSENGERS PER DAY - 2025
Average Daily Pax per Month
YearName 2019 2024 2025
January 2025:
22.2% growth vs last year
(8.1% above 2019)
International seasonality:
December and January are the
strongest months of the year.
January 2025 was a new all-time
record at International Terminal,
which beat December 2024
January
February
March
April
May
June
July
August
September
October
November
December

36

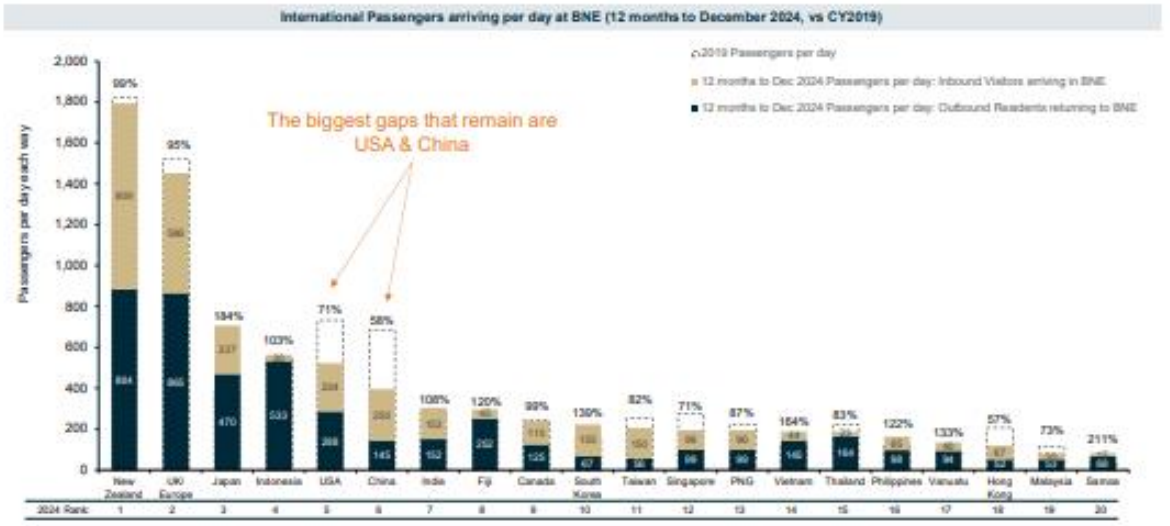

FLIGHTS PER DAY - 2024
YearName 2019 2023 2024
Movements (flights) seasonality: July is the busiest time of year for flights
December 2024:
5.0% growth vs last year
(1.0% above 2019)
Movements (flights) for November and December exceeded pre-COVID flights
Select Terminal
Domestic Terminal
General Aviation Terminal
International Terminal
Unknown
Select Airline
All
Select Route Type, City
International
Interstate
Intrastate
January
February
March
April
May
June
July
August
September
October
November
December
This includes all flights, eg: Passenger flights from Domestic and international terminal, freight, general aviation and medical flights

37


FLIGHTS PER DAY - 2025
YearName 2019 2024 2025
Movements (flights) seasonality: July is the busiest time of year for flights
January 2025:
1.9% growth vs last year
(0.7% above 2019)
Movements (flights) seasonality: January, February and March have the least flights per day
Select Terminal
Domestic Terminal
General Aviation Terminal
International Terminal
Unknown
#YearMonthName
Aug - 2024
Sep - 2024
Oct - 2024
Nov - 2024
Dec - 2024
Jan - 2025
Feb - 2025
Select Airline
All
Select Route Type, City
International
Interstate
Intrastate
January
February
March
April
May
June
July
August
September
October
November
December
This includes all flights, eg: Passenger flights from Domestic and international terminal, freight, general aviation and medical flights

38

INTERNATIONAL PASSENGER RECOVERY BY COUNTRY: THE BIGGEST GAPS THAT REMAIN ARE USA AND CHINA



39

IN DECEMBER, JETSTAR LAUNCHED FLIGHTS TO BANGKOK WITH B787 (0915 ARRIVAL, 1340 DEPARTURE)

Recent International capacity growth – part 1 (only one in the overnight window 10pm to 6am)

- **Jetstar** launched 3pw to Bangkok on 13 December (B787, 0905 arrival, 1340 dep.)
- **Malindo (Batik)** upgraded aircraft type from B737 to A330 for seasonal Christmas peak to Bali for 4pw from 25 Nov 2024 to 10 Feb 2025 (A330, **0530 arrival**, 0730 departure
- **American Airlines** launched seasonal 7pw service to Dallas from 29 Oct 2024 to 29 Mar 2025 (B787, 0615 arrival, 0940 departure)
- **Qantas** launched 4pw to Manilla on 28 Oct 2024 (A330, 1220 arrival, 1915 departure)
- **Qantas** seasonal growth on Christchurch from 7pw to 12pw from 28 Oct 2024 to 02 Feb 2025, then 10pw to 30 March 2025 (B737, 0710 arrival, 0810 departure)
- **Qantas** growth on Singapore from 28 Oct 2024 from 7pw to 9pw (A330, 0820 arrival, 1500 departure)
- **Qantas** growth on Wellington from 28 Oct 2024 upgrade 5-7 flights per week from E90 to B737 (1725 arrival, 0850 departure)

40

JETSTAR LAUNCHED FLIGHTS TO BANGKOK IN DECEMBER WITH B787 (0915 ARRIVAL, 1340 DEPARTURE)

Recent international capacity growth – part 2

- **Cathay Pacific** increased on Hong Kong from 6pw to 10pw from 28 Oct 2024 (B777, 0955 arrival, 1220 departure)
- **China Eastern** changed increased on Shanghai from 3pw to daily from 28 Oct 2024 to 09 March 2025, and changed from A330 to **A350** from 14 December 2024 (0900 arrival, 1110 departure)
- **China Southern** increased on Guangzhou from 4pw-5pw to daily from 18 Nov 2024 to 23 March 2025 (A350, 0815 arrival, 1010 departure)
- **Delta Airlines** launched seasonal 3pw service to Los Angeles from 6 Dec 2024 to 28 Mar 2025 (A350, 0745 arrival, 1045 departure
- **Jetstar** launched 3pw to Bangkok on 13 December (B787, 0905 arrival, 1340 departure)
- **Solomon Airlines** launched 1pw to Auckland on 21 February (A320, 0700 arrival, 1825 departure)
- **Qantas and Virgin Australia** had seasonal increases to selected markets (Fiji, Vanuatu, Queenstown) over the Christmas peak 16 Dec 2024 to 13 Jan 2025 (B737)

41

VIRGIN AUSTRALIA WILL LAUNCH FLIGHTS TO DOHA IN JUNE WITH QATAR AIRWAYS B777 (2245 ARRIVAL, 1510 DEPARTURE)

Upcoming international capacity growth

- **Virgin Australia** will launch on 7pw to Doha from 19 June 2025 (using Qatar operated B777, **2245 arrival**, 1510 departure)
- **Cathay Pacific** will increase on Hong Kong from 10pw to 12pw on 31 March 2025 (B777 or A350, 1105 arr, 1235 dep)
- **Qantas** will transition from A330 to B787 on BNELAX and BNEAKL, commencing Aug 2025 (with selected dates in Feb, April aswell)
- **Qantas and Virgin Australia** had seasonal increases to selected markets (Fiji, Vanuatu, Queenstown, Wellington) over the Easter peak 31 March 2025 to 27 April 2025 (B737)

42

COMMUNITY UPDATE

43

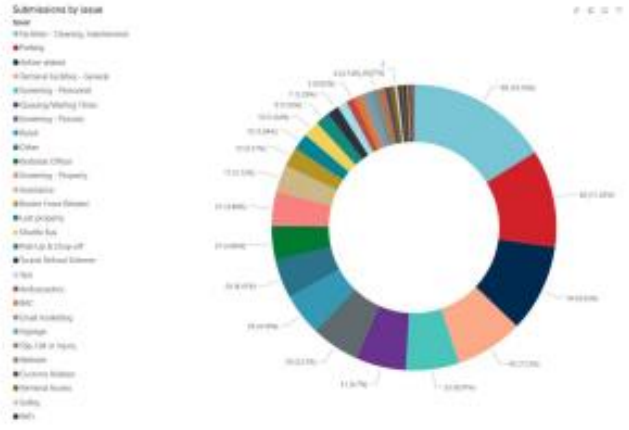
COMMUNITY ACTIVITIES | DECEMBER - FEBRUARY

- 2 x RFDS community events held at DFO (Dental Truck and Simulator)
- 2 x RFDS fundraisers on Skywalk
- Lost Property Auction donations made to Courier Mail Children's Fund ($90K). Distributed to Baby Give Back; Super Tee and Cystic Fibrosis Queensland.
- Donations made from Giving Globes:
  - *$20K to Guide Dogs Queensland*
  - *$20K to Assistance Dogs Australia*
  - *$10K to Foodbank*
  - *$20K to Jonathon Thurston Academy*
- Community Giving Fund applications were open in Feb – received 190 applications.

44

PUBLIC FEEDBACK: DECEMBER - FEBRUARY

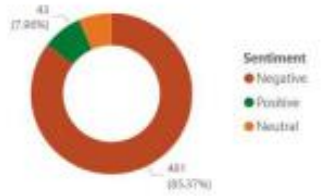
General Feedback (excluding noise)



540
Number of submissions

540
Number of complainants

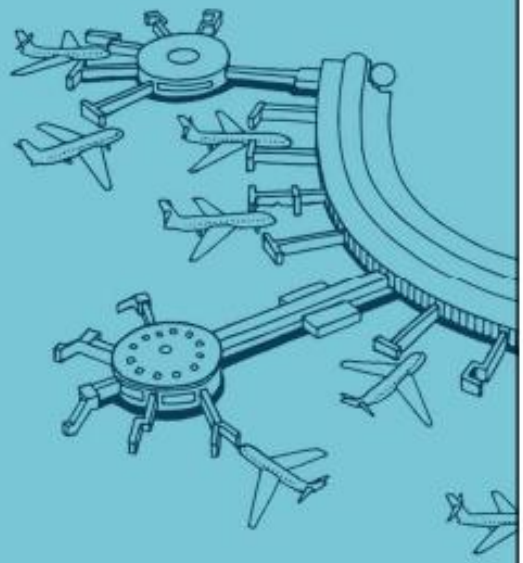
Sentiment of submissions



Total passengers for the period = 6,048,534

45

COMMUNITY REPRESENTATIVES DISCUSSION



46

Appendix 2.

BACACG - 4 March 2025 - Karilyn Beiers, Community Representative for Bowman

Responses to questions tabled at BACACG in November were received on 24 February. Some of those responses and activities since November has necessitated further explanation.

1. Clearance around Point Lookout

   - Answers supplied appear contradictory stating the path will be moved 700m East of Point Lookout and then stating no further updates will be made.

Question

   - Will AsA confirm this extended flight path will definitely be implemented and when

2. High Altitude Transits and Lowering of Flight Paths to Avoid Conflict with Daytime Traffic to the Gold Coast Airport/Sunshine Coast Routes

(a) The response indicates it is not feasible to move the high altitude flight paths further East and that reducing the altitude of arrivals into Brisbane is a feasible alternative

Inclusion of this proposal created false hope for what appeared to be a genuine possibility for improvement and AsA acknowledges it would have been helpful had the community been advised of the above

(b) The decision to decrease the flight path over Nth Stradbroke Island by 2,000 ft to avoid conflict with daytime traffic to the Gold Coast and optimal placement of Sunshine Coast/Gold Coast routes indicates this 2,000 ft decrease is unlikely to be noticeable

(c) Transit flights between the Sunshine Coast and Southern destinations either cross mainland Redlands or Nth Stradbroke Island at heights mostly over 24,000 ft. Flights between New Zealand and other overseas destinations overflying the Brisbane area are at much higher altitudes. Flights between Cairns and Coolangatta are above 11,000 ft.

   - AsA states vertical separation in controlled airspace below 29,000 ft is 1,000 ft and horizontal separation in controlled en route airspace is 5 nm at the same altitude or less if separated vertically
   - Any possible departures or arrivals between Brisbane and the Sunshine Coast/Gold Coast will follow standard flight paths and will not be affected by transit flights
   - In view of the above, a reduction in height for arrivals over Nth Stradbroke Island in SODPROPS mode appears unwarranted notwithstanding consideration for safety, operational viability, interdependencies with SODPROPS, etc

Questions

   - Has the community been officially advised of the decision referred in (a) and if so when
   - Why is transit air traffic considered to be so low over Brisbane airspace as to require lowering the arrival height over Nth Stradbroke Island
   - Why must Nth Stradbroke Island suffer further apparent unnecessary impact from aircraft noise when it has been stated the "expansion of SODPROPS should be delivered in parallel to reviewing operations over bayside communities to ensure any increased use of SODPROPS does not increase the impact on these communities"

3. Noted
4. Noted

5. SODPROPS and Redlands and Bayside communities

- AsA has stated an increase in SODPROPS use from 2% to 5% of all movements is beneficial progress towards reducing the number of flights over the bulk of the Brisbane population and that, for every flight using this procedure, between 300,000 and 500,000 fewer people are overflown by that flight compared to standard parallel runway operations
- AsA has further stated the work done to extend the use of SODPROPS for the residents across Greater Brisbane has included significant focus on reducing the impact on Redlands and other bayside communities by increasing the height of departures by a few thousand feet - this is appreciated - provided aircraft follow the route announced.
- If increasing the height is so beneficial, conversely, the apparent unnecessary reduction in the height for arrivals over Nth Stradbroke Island must clearly be a disadvantage and contrary to the requirement to ensure any increased use of SODPROPS does not increase the impact on Redlands and bayside communities
- It has been acknowledged the long term use of SODPROPS is limited

Question

- Is it not considered focus on a future long term solution which will benefit all of the Brisbane basin now and into the future would be more desirable, effective and efficient, for example, the "Over-the-Ocean" Solution below

6. "OVER-THE-OCEAN" Solution

- It is stated this is not feasible due to Defence Force restrictions, track miles and emissions, the need for redesigns to facilitate joining from new points, etc
- It is understood Sydney and Melbourne ATCs are often joined by Defence personnel to co-ordinate the integration of civil and defence aircraft and track miles and emissions are of minimal concern compared to the overall distances of flights - especially if the result means less emissions over, and fewer complaints from, the community.
- The ocean flight paths from Sydney to Southern destinations as compared to that proposed under the "OVER-THE-OCEAN" Solution for Brisbane are not dissimilar
- Redesigns are the purpose for current discussions and should not create difficulties due to the existence of numerous waypoints according to AsA and those in the vicinity of SCOTT include ISRIB, LUMDI, PIPEL and NOPAS to name but a few
- An increase in airfares by airlines using Brisbane airspace by the percentage of the increased track miles over the distance of each individual flight will result in a minimal increase in costs for both airlines and passengers
- This proposal is not an "alternative to SODPROPS" but a suggested improvement, for now and into the future, both when winds are from the North and in SODPROPS mode, resulting in a huge reduction in the impact from aircraft noise for both Brisbane and Redlands residents as stated by AsA above - provided, of course, that any possible implementation is open for community consultation and ensures the residents of the

Redlands, including those residents on Nth Stradbroke Island (Point Lookout), Coochiemudlo Island and the Southern Moreton Bay Islands, do not suffer any detrimental or unnecessary impact from aircraft noise

Question

- Why is this option not feasible and continually dismissed claiming "conflict" without providing reasonable proof and prior to any genuine or concerted attempt being contemplated or carried out in order to find a way for implementation, particularly in view of the obvious similarity to Sydney and the long-term benefits for the people of both the Redlands and the Greater Brisbane region.

7. Flight paths since 28 November 2024

- It is now a number of months since changes on 28 November 2024, however, aircraft have consistently avoided the announced flight path with numerous flights remaining on the prior flight path over the Redlands
- Consecutive flights, minutes apart, are on different paths, the reasons quoted including bad weather conditions, runway repairs, performance of aircraft, requests from pilots to shorten routes, etc
- The community has the ability to access Radar 24 and Webtrak readily and Webtrak can include rainfall, wind direction and speed, details of aircraft, heights and ground speed plus runway updates. All are regularly updated.
- As the flight paths are the same for standard runway operations and when in SODPROPS mode, the Redlands is subjected to the impact from aircraft noise for :
    - departures when wind is from the North
    - arrivals when wind is from the South
    - departures when in SODPROPS mode
    - arrivals when in SODPROPS mode
    - both departures out of and arrivals into the Sunshine Coast, both to and from Southern cities, whether the wind is from the North or the South

Question

- If flight paths are quoted as "highways in the sky", with the exception of valid reasons such as bad weather conditions or runway repairs, why has the 28 November 2024 flight path been constantly disregarded
- On what basis are pilots permitted to request track shortening - it can only be assumed for urgencies - but it appears there are few restrictions and track shortening dispels any claim of "highways in the sky"
- What restrictions are placed on ATCs for granting requests for track shortening

8. Noise Complaints and Information Service

Question

- Is it not considered complaints and the responses received should be dealt with by an independent body - as was recommended following the Senate Inquiry

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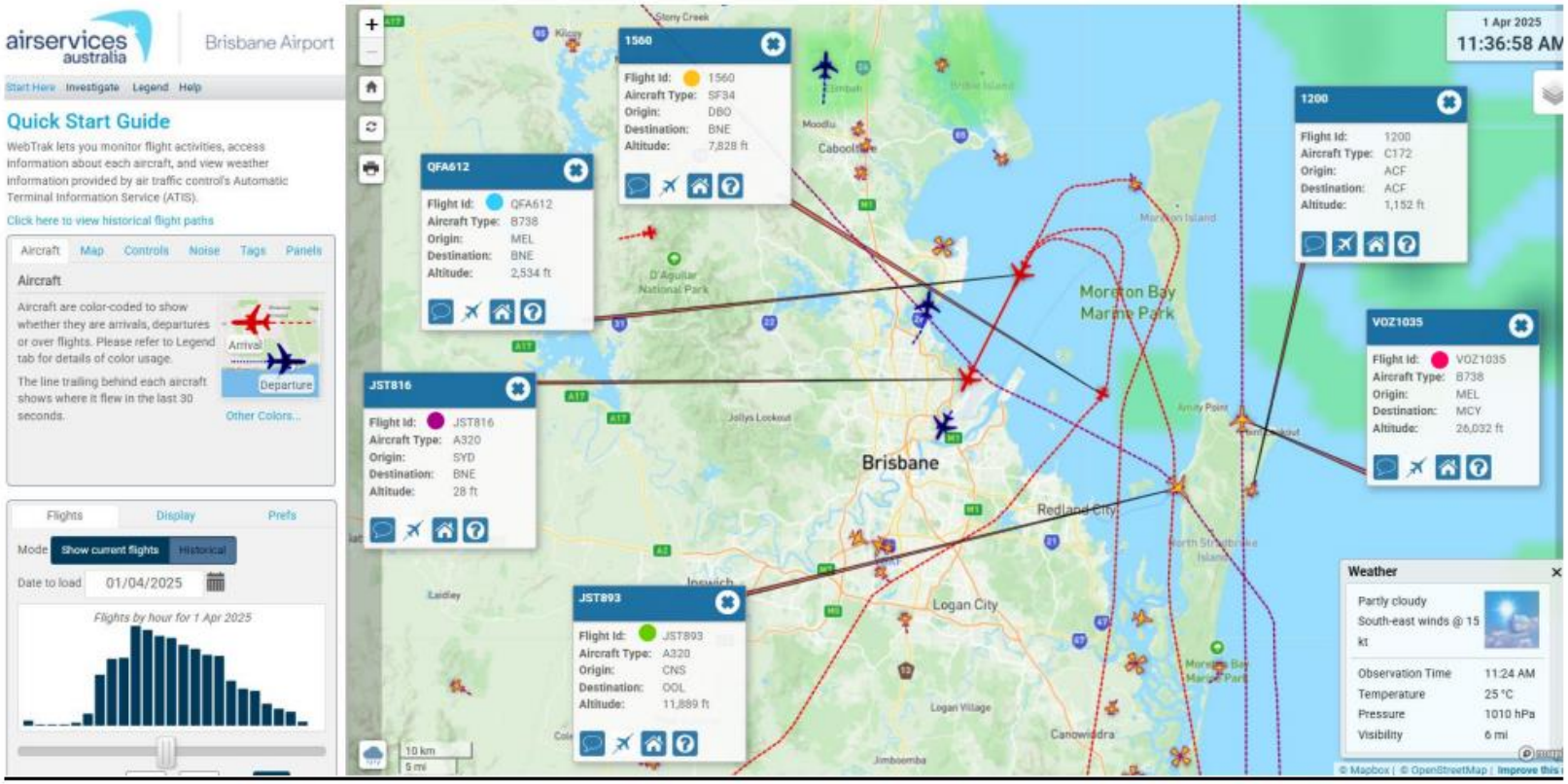

SCREEN SHOT SHOWING VARIOUS FLIGHT PATH HEIGHTS

Tuesday, 1 April, 2025 - 11:36:58am

Partly cloudy - South East winds at 15 kts

Visibility 6 miles - light showers indicated in green

- Melbourne to Maroochydore - VOZ1035 - B738 - 26,032 ft
- Cairns to Coolangatta - JST893 - A320 - 11,889 ft
- Dubbo to Brisbane - 1560 - SF34 - 7,828 ft
- Melbourne to Brisbane - QFA612 - B738 - 2,534 ft
- Sydney to Brisbane - JST816 - A320 - 28 ft

Appendix 3.

A Tale of Two Cities

Brisbane and London City Airports

Dr Sean Foley, February 2025

The most interesting aspect of London City Airport (LCY) is that, despite being the most heavily regulated airport in the UK (possibly Europe), it is financially and economically viable (profitable), even as regulations and monitoring for noise management becomes more stringent. In contrast, Brisbane airport (BNE), leased and operated by Brisbane Airport Corporation (BAC), is possibly the least regulated major airport in Australia, repeatedly claiming, without good evidence, any restriction on aircraft movements or noise will result in it becoming financially unviable and causing a significant loss of jobs and economic benefits.[1]

Aviation economics seriously neglects 'external costs'. These are defined in economics as *externalities* – the estimated social, environmental and/or economic costs caused by operations that are not borne by the party causing them - here the aviation industry. These real costs are almost always neglected or ignored in calculating cost-benefit analyses (CBA) for aviation infrastructure and operations by corporations and governments, including in Australia. In terms of social equity and managing such costs, these should be fully assessed in CBA calculations.

This briefing note aims to do two things:

1. LCY shows it is quite feasible for a heavily regulated airport, comparable to BNE in location and aviation activity, to be financially and economically successful while implementing 'good practice' noise pollution management to protect the wellbeing of adjacent densely populated urban areas.
2. Illustrate the scale of 'externalised' health costs from a comparable airport, Brussels International airport (BRU), for insights into the scale of health costs caused by BNE, in part arising from gross deficiencies in current airport CBA practices and the magnitude of uncompensated health costs shifted – externalised - onto adjacent urban communities.

1 Two Airports – A Comparison

LCY is heavily regulated, BNE barely regulated.[2]The location of LCY in the midst of London, alongside River Thames, with aircraft arriving and departing over densely populated residential and commercial areas has many similarities with the situation of Brisbane airport (BNE). The runways at BNE point almost directly at the most densely populated parts of the city and are adjacent to the CBD. Both airports are located where there 'should be no airport', given well known noise, health and pollution impacts on adjacent populations.

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[1] Thirty years on, Sydney airport (SYD) Australia's busiest, with curfews, movement caps and community involvement in long-term planning for noise management in 1995 is still financially viable and profitable.
[2] A summary of the regulations which LCY has to fulfil can be found in the Annex – check-list comparing BNE and LCY. These could provide a starting point for defining regulations to improve noise management of BNE, which currently is effectively non-existent.

While aircraft noise management must be tailored to specific airport conditions, the rules at LCY provide a good indication of what it is feasible and economically viable to achieve. Globally, many major airports have night time curfews and graduated, variable noise charges which are greater for nosier aircraft types, and doubled at some airports for night time operations.[3] LCY's limits on night time operations reflect these restrictions. BNE is a global exception with no day or night noise charges for nosier aircraft or any operational restrictions.

By the late 1990s when a second runway for BNE were first contemplated it was clear from experience with other Australian airports, Sydney in particular, new operational regulations were required to minimise the serious impacts of aircraft noise and related pollution on adjacent communities.[4] Despite this, essential laws and regulations for Brisbane were not enacted, arguably because the aviation industry had already suborned the responsible politicians and agencies. As a result project proponents, led by Netherlands Schiphol Group, were allowed to construct and operate a major international airport essentially regulation free, i.e. permitted to neglect negative impacts on hundreds of thousands of Brisbane residents. This lack of regulation continues as an example of bad governance.

Air traffic volumes at LCY are similar to those of Brisbane airport (BNE), despite LCY only having only one runway. LCY provides services for flights within the UK, the EU region and North America. Air traffic movements at LCY are limited by night time, weekend and holiday curfews. All aircraft using LCY must conform to ICAO Chapter 4 noise standards, again this does not appear to be a problem for its viability.[5] In contrast to BNE, air traffic at LCY is almost all single-aisle jets, with very few wide-body (twin aisle) jets or propeller aircraft. Aircraft movements average about 2,000/week - quite similar to BNE.

Movements & Passengers – BNE and LCY

- In 2023 London City Airport (LCY) handled ~3.4 million passengers, with ~111,000 aircraft movements/annum.
- In 2024 Brisbane Airport (BNE) handled ~22.4 million passengers, with 212,956 aircraft movements/annum.

LCY is required to regularly, systematically and formally consult with a broad range of stakeholders, including local communities, national and local governments and businesses, using the services of independent specialist consultants, with detailed, publically available reporting on the results of consultations. This is in sharp contrast, to BNE's 'engagement theatre' approach to community consultation (engagement), which

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[3] In 2011 Boeing published a global listing of Airports with Noise and Emissions Restrictions, accompanied by graphs showing the increase in restrictions over 1970-2011; it has not apparently been updated since then. As will be seen many airports in Europe have night time curfews.

[4] Sydney is the busiest airport in Australia, in 1995 the federal parliament passed the "Sydney Airport Curfew Act 1995." Thirty years later it remains financially viable. Though less sophisticated than the LCY regulations it limits aircraft movement to a maximum of 80/hour, imposes a night time curfew from 2300 to 0600 hours (0500 in summer), emergencies excepted, with fines for violating curfew; it has no variable, graduated or aircraft type noise pollution charges. Adelaide (ADL), Gold Coast (OOL), Newcastle (NTL) and Essendon (MEB) airports also have night time curfews.

[5] Chapter/Stage 4 of Annex 16 to the Convention on International Civil Aviation, Environmental Protection, Volume 1, Aircraft Noise.

relies on AirServices Australia (AsA) (non-expert, non-independent) staff to conduct overly technical show-and-tell sessions at a limited number of locations around Brisbane, with the results being 'edited' before being made public. This, against the background of the Aircraft Noise Ombudsman's earlier trenchant criticisms of BNE/AsA's faux consultations as part of the mandated EIS.[6]

LCY (and UK) have legislated aircraft noise standards, unlike Australia and BNE. These include providing high quality acoustic insulation for noise above the 63 dB $LA_{eq,16h}$ contour (16 hour average, 0700-2300 hours); LCY operates an insulation scheme with a lower threshold of 57 dB $LA_{eq,16h}$.[7] For 2025, LCY estimates the number of people experiencing >55dB L_{den} as ~86,400, and for >60 dB_{den} as ~18,600 people. Less than 1,000 people will experience noise >60 dB L_{den}.

In Brisbane measured aircraft noise, at all hours, too frequently exceeds 70 dBA. It is assumed external noise of 70 dBA will be attenuated by 10 dB inside dwellings built to AS 2021:2015 - virtually no existing dwellings in Brisbane meet this standard.[8] In 2023 it was estimated ~242,000 people were seriously afflicted and ~671,000 moderately afflicted by aircraft noise from BNE; no acoustic insulation is provided or offered.

Despite noise metrics differing between UK and Australia, the large differences in the numbers of people who are severely affected – almost one million compared to less than one thousand - is a stark illustration of the lack of concern for resident's wellbeing by both government and BNE airport.

It is of little use for afflicted Brisbane residents for BAC or AsA pleading there are no aviation noise regulations applying in Australia, all this does is again demonstrate how far Australia lags behind the EU, US and the UK. The noise regulations to which LYC has to abide are part of the European Noise Directive (END, 2002/49/EC).[9] These are based on scientifically known harms to humans caused by excessive, chronic aircraft noise pollution. To ignore this evidence and guidance is, implicitly, to admit BAC and government cares more for aviation profits than the wellbeing of its citizens. This is an indefensible position to take.

It is relevant UK laws and policy that requires airports to adhere to the Government's overall policy on aviation noise:

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[6] The ANO's initial report into noise complaints in 2021 at BNE can be found here, investigation into AsA's 'community engagement' here, his 2023 submission to the Aviation White Paper here.

[7] UK regulations assume 54 dB $L_{Aeq,16h}$ is a level at which significant community annoyance starts to occur; 63 dB $LA_{eq,16h}$, lowest level at which airport operators offer acoustic insulation to noise-sensitive buildings such as schools and hospitals and residential dwellings; 69 dB $LA_{eq,16h}$, lowest level at which airport operators to offer household assistance with moving costs or full insulation where home owners do not want to move.

[8] The Australian Standard AS 2021:2015 is intended for any *new* structures, including residences, built within a modelled ANEF 20 contour, will be built to this standard. However, this standard neglects to cover existing dwellings within ANEF 20 contours, and the number of overflights. Most existing dwellings in sub-tropical Brisbane do not conforming to this standard. The 20 ANEF noise contour corresponds to approximately 10 per cent 'seriously affected' level and 30 per cent 'moderately affected' level in a dose/ response relationship established in a 1980 socio-acoustic survey. (Hede & Bullen 1980). Note: dB L_{den} is very roughly equivalent to 70 dBA.

[9] Transposed in the Environmental Noise (England) Regulations 2006, as amended.

> "… to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise, as part of a policy of sharing benefits of noise reduction with industry". [10]

Acknowledging these are UK, not Australian, laws, they make clear the important role of government in protecting the wellbeing of people affected by aircraft noise. Sadly, little such concern is exhibited in Australian aviation laws and regulations.

Good Practice

In summary, LCY is a smaller airport handling about half as many aircraft as BNE. It is heavily regulated, including strict curfews and financial noise penalties, so as to reduce impacts on surrounding urban communities and businesses. The main point is these restrictions have not stopped it being financially viable. It is noted UK noise regulations are among the strictest in Europe, while BNE has no restrictions. For BNE, even with lighter restrictions, e.g. movement caps and night time curfews, neither of which has safety implications, there does not seem to be any reason why it would not remain financially viable. Noting, in contrast to BNE, LCY also has to fund annual noise and community surveys and provide and maintain high quality sound insulation for a large number of residences and businesses.

In many ways, LCY is an example of good practice in noise management. It has had to adapt itself to the wellbeing of the surrounding communities and constantly make substantive improvements to continue to be allowed operate. On a number of counts it is the polar opposite of BNE, which many consider to be a 'rogue operation', solely focused on maximising profits, caring little if at all for the wellbeing for the communities it afflicts.

2 Airport Externalities – Cost Shifting

Far too commonly real social and environmental costs of aviation are ignored and/or undercounted - these uncounted costs being born by communities. If CBAs for infrastructure, including airports, were more inclusive and equitable then what are referred to as 'external costs' would be fully incorporated in calculating cost-benefit ratios and rates of return. The result of this bias is projects that might well not be socially, economically or environmentally beneficial for communities or the economy are assessed as having a positive cost-benefit ratio, i.e. one sufficiently high (e.g. ~12% returns) to warrant investment.

Conversely, including these 'external costs', i.e. the broader costs of effects of a project, might result in a negative or lower cost-benefit ratio, implying it's not a 'bankable' project. When external costs are ignored by project proponents or assessors, these real, often substantial, usually long-term costs are borne by affected communities and/or government (i.e. taxpayers) and/or environment.

The hard truth is that when independent, comprehensive CBAs are not undertaken, and strictly reviewed, project proponents, e.g. BAC, this results in large unpaid debts to civil society, real debts they avoid paying to bank as private profits. This is unethical.

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[10] Aviation Policy Framework (APF) published in March 2013, paragraph 3.12.

Brussels Airport

In 2022 a Belgian NGO Bond Beter Leefmilieu[11] contracted ENVISA a French aviation consultancy to prepare estimates of social and health costs on Brussels residents of the airport, a major European hub.[12] They used flight path data collected and analysed by Belgian aviation authorities, and health and other cost data from WHO Europe's database to make estimates.

In Brussels they estimated a total of some ~220,000 people suffer annoyance, ~109,000 sleep disturbance, and ~6,800 cardiovascular risks.[13] For each of these groups they calculated DALYs (Disability Adjusted Life Years), a standard statistical measure used to estimate the costs of annual health effects (EUR/year) in 2022. The total cost came to EUR 2.485 billion/annum (~AUD 4.97 bn/annum).

This is equivalent to ~EUR 11,295/person/year (~AUD 18,299/person/year) averaged out across Brussels' population. Risks of cardiovascular illness were more serious for older people, annoyance more likely to afflict families and younger people, particularly students, and sleep disturbance afflict shift workers trying to sleep during daytime, and school children. People living closer to the airport or flight paths were more afflicted than those living further away.

Direct cost comparisons with Brussels are not possible due to income and cost-of-living differences between Belgium and Australia. To make a preliminary comparison we arbitrarily halved per capita cost estimates for Brussels to roughly approximate those for Brisbane residents (i.e. ~AUD 9,000/ person/year). This is a significant and continuing financial burden, especially for lower income families (who are much less likely to fly); for a family of four this is about AUD 36,000/year). These real, part hidden, health costs ('externalities' in economic speak) are shifted to families and the broader economy without compensation.

In Brisbane we very conservatively estimated ~242,000 people live in suburbs under two flight paths (severely afflicted), another ~671,000 under one flight path (moderately afflicted) (2023 estimates).[14] These are estimates based on observed, low altitude (<4,000 ft) arrival and departure flight paths and ABS 2021 demographic data.

To make these estimates even more conservative, imputed health costs for 'moderately afflicted' suburbs were reduced to half those for 'severely afflicted' suburbs, i.e. $4,500/ annum, as compared to people in 'severely afflicted' suburbs (i.e. ~$9,000/annum). Noting, importantly, these are continuing, annual health costs borne by residents.

As of early 2025 neither BAC nor AsA have made or made public estimates of how many people live in such suburbs. A preliminary, conservative estimate is that

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[11] Health-Economic Impact of the aircraft noise from Brussels Airport, March 2023. Union for Better Environment.

[12] Brussels population was 1.209 million in 2019, about half Brisbane's.

[13] 'Annoyance' is a poorly defined term too commonly used in regard to aircraft noise, in general it refers to sound levels in excess of 60 dB, which cause resentment, displeasure, discomfort, dissatisfaction or offence" (CAA 2020). However, whether this is a maximum or an average and over what time period (1 second, or one day) is not specified.

[14] See "Brisbane - Aviation Noise Pollution and Community Health" – BFPCA 2023. The number of suburbs afflicted has increased since 2023 as air traffic density has grown post-Covid, population growth will have added modestly to those afflicted, with estimated costs also increasing.

'externalised' health and social costs arising from operation of Brisbane's airport probably amount to ~$5 billion/annum. These are 'externalised' health costs borne by Brisbane residents and, ultimately, by the taxpayer-funded health system (Medicare).

No attempt has been made to estimate other externalised costs, e.g. damage to the marine environment (runway runoff), continuing toxic air pollution (e.g. ultrafine particulates), or airport worker's health. None of these were included in the benefit-cost assessment of the social and environmental costs, as opposed to private costs, of BAC's airport project.

Movements & Passengers – BRU and BNE

- In 2023 Brussels Airport handled 26 million passengers, and had 234,460 aircraft movements/annum.
- In 2024 Brisbane Airport (BNE) handled 22.4 million passengers, and had 212,956 aircraft movements/annum.

Brussels handles about 10% more passengers and flights than Brisbane. However, in terms of its impacts on surrounding residential areas and populations they are closely comparable.

Conclusions

The example of LCY shows it is quite possible for a major airport to be commercially and operationally successful despite what may be considered being heavily regulated, so as to minimise noise impacts on adjacent communities. The example of BNE shows that failure to implement and enforce necessary noise management regulations results in the health and wellbeing thousands of Brisbane residents being captive to corporate profit-maximising greed. It also illustrates deep flaws in the Australian CBA process for large infrastructure, failing to take into account the real social, environmental and economic impacts and costs of such projects.

Contrasts between LCY, BRU and BNE airports provide real world examples of what is feasible, needed and practical (LCY), the real but externalised social costs of neglecting health impacts (BRU) and how the failure to conduct comprehensive CBAs and enact essential laws and regulations (BNE) leaves people and communities at the mercy of rapacious aviation corporations. It's time for this to be remedied.

A Tale of Two Cities - Annex

What follows is a lightly edited summary of the operational regulations in operation at London City Airport, taken directly from "London City Airport – Noise Action Plan -2024-2028." Each of the regulations for LCY is compared to the situation at BNE.

Virtually none of these regulations are in operation at Brisbane Airport (BNE). In essence, BNE is probably the most *unregulated* major airport in Australia. By the time the second runway was being planned and built (2015-20) the health and social effects of aircraft noise and related pollution were well understood by government and industry – e.g. as evidenced by the restrictions imposed at Sydney Airport in 1995. These were ignored, instead significant efforts – as documented by the ANO in 2021 - were devoted to misleading Brisbane residents with outright lies and calculated misinformation. A glaring example of bad governance.

Each of the headings is followed by a brief notation in ***bold italics*** comparing LCY with the relevant situation at BNE. After nearly five years in operation an incomplete Noise Action Plan for BNE exists only on paper.

To the best of our knowledge, since the second runway started operating neither BAC nor AsA have made any attempt to undertake field measurements to determine aircraft noise pollution levels in the residential areas (suburbs) surrounding the airport. This is a stark indication of the lack of concern and care by both BAC and government of health impacts on local residents.

Aircraft Movement Limits *(BNE – none)*

As part of the planning permission granted in July 2009 LCY introduced strict limits on the number of daily aircraft movements. These include:

- 100 per day on Saturdays, 200 per day on Sundays, but no more than 280 on any consecutive Saturday and Sunday;
- 592 per weekday, except for Public or Bank Holidays, specifically:
- 132 on 1st January;
- 164 on Good Friday;
- 198 on Easter Monday;
- 248 on May Day;
- 230 on late May Bank Holiday;
- 230 on late August Bank Holiday;
- 100 on 26th December.

Also retained in the permission are the previous limits for aircraft movements which occur during specific operational periods:

- 400 aircraft movements per calendar year or 150 in any consecutive 3 months between 22.00 and 22.30 hours, or 12.30 and 13.00 hours on a Saturday;
- 6 aircraft movements between 06.30 and 06.59 hours on Mondays to Saturdays with no more than 2 in the first fifteen minutes.

In addition as part of the permission a new limit of 45 scheduled movements per hour was introduced and the annual movement limit of 120,000 movements per year has reduced to 111,000 per year.

Airport Operating Hours *(BNE – no restriction)*

The airport's approved operating hours are unchanged. The airport is permitted to operate flights between the following hours:

- 06.30 and 22.30 on weekdays;
- 06.30 and 13.00 on Saturdays;
- 12.30 and 22.30 on Sundays;
- 09.00 and 22.30 on Public or Bank Holidays;
- Full closure on 25th December.

There is a 24 hour period of closure from Saturday lunchtime to Sunday lunchtime. The final 30 minutes of operation on every day of the week is solely for flights scheduled earlier which have been unavoidably delayed.

Management of Environmental Complaints *(BNE - deliberately flawed)*

LCY has an environmental Complaint Management System by which anyone can contact LCY to register a complaint or request information about airport operations. Communication can be either by telephone, post, email or via the LCY website. Each complaint or enquiry is registered by the airport, investigated, responded to and resolved where practical. All environmental complaints and enquiries are reported to LBN within 15 days, a summary of these are provided quarterly to the London City Airport Consultative Committee (LCACC) and they are reported annually in the APR.

These are categorised as following:

- Aircraft noise – including all airborne aviation issues such as traffic frequency, flight paths, aborted approaches etc.;
- Ground noise – including aircraft and non-aircraft sources of noise such as engine runs, plant, generators, construction, road noise, maintenance and bird-scaring activities;
- Other – non-noise related complaints such as air quality or alleged TV signal interference;
- Non-LCY – complaints regarding air traffic not associated with this airport

Departure and Arrival Procedures *(BNE - voluntary)*

The routes flown to and from any major UK airport are prescribed by Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs). These departure and arrival routes are established by the Civil Aviation Authority. The UK Aeronautical Information Publication (AIP) for LCY outlines the restrictions on aircraft operators and aircraft movements to control noise6. These include:

- Standard noise abatement procedures for aircraft departing the airport following the Standard Instrument Departure (SID) instructions;
- Minimum requirements for aircraft departing LCY to climb straight to a minimum of 1000 feet above airport level (aal) before turning on track unless otherwise instructed by Air Traffic Control (ATC);
- Aircraft approaching LCY to follow a descent path which will result in the aircraft not being lower at any point than the altitude prescribed by the Instrument Landing System (ILS);

- A minimum altitude of 1,500 feet for aircraft carrying out visual approaches (where the airport is clearly in the pilot's sight) until established on the final approach (within approximately four miles [~6 km] of the airport);
- Instructions for following holding patterns over the airfield. In addition to the above, aircraft approaching LCY follow a steep approach angle of 5.5 degrees on final approach (compared to 3 degrees in place at other airports) which helps keep aircraft higher for longer, reducing the noise impact on local communities.

Noise Management and Mitigation Scheme (NOMMS) *(BNE - None)*[15]

NOMMS has been expanded under to cover a wide range of measures and procedures to monitor and manage the noise impact of LCY operations. These include:

- Combined Noise and Track Monitoring;
- System;
- Quiet Operating Procedures;
- Incentives and Penalties Scheme;
- Control of Ground Noise;
- Production of Annual Noise Contours;
- Minimise use of Reverse Thrust; and
- Sound Insulation Scheme.

Incentives and Penalties Scheme *(BNE – none)*

A scheme of incentives and penalties based on departure noise levels as measured by the NFTMS was introduced in May 2017. The penalty limits are the most stringent of any UK airport for daytime operations.

LCY are setting up and funding an annual Community Projects Fund which will be used to deliver specific project(s) in the local community. It is subject to an annual minimum of £75,000. Community projects and charities from the Local Area can apply for funding for a specific project.

The scheme encourages airlines to operate aircraft more quietly, rewarding those airlines with credits towards co-partnering LCY delivering a Community Projects Fund each year.

Under the penalties part of the scheme a fixed penalty for exceeding upper noise limits is charged at a rate of *£600 per dB* [~AUD1,200] of exceedance. The money from any penalties accrued is added to the Community Projects Fund.

Annual Noise Contours *(BNE – flawed, deceptive)*

Air noise contours are produced annually, based on the actual summer (16th June – 15th September inclusive) movements in the previous year and the forecast summer movements in the following year. The noise contours are regularly validated using results from the NFTMS.

The planning permission has introduced a limit on the area of the 57 dB $LA_{eq,16h}$ contour of 9.1 km^2 and LCY are required to produce a Noise Contour Strategy that seeks to reduce the area of the noise contours by 2030 and beyond. The noise contours are also used for determining eligibility under the Sound Insulation Scheme.

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[15] There are noise monitors (NMT) at BNE but these are not used for managing aircraft noise. The publicly released figures are regarded as suspect.

Sound Insulation Schemes *(BNE – none)*

Residential

As part of the CADP permission, the Airport has upgraded its two tier scheme to an improved three tier scheme, offering sound insulation treatment to eligible residential properties within the 57 dB $LA_{eq,16h}$ (Tier1) and 66 dB LA (Tier 2) and adding a third tier for properties within the 63 dB $LA_{eq,16h}$ (Tier 3) noise contour.

The sound insulation works involve the treatment of habitable rooms (defined as bedrooms, dining rooms, living rooms and kitchen diners within eligible dwellings) to upgrade eligible external windows and doors. The scheme also provides the option of acoustic ventilation in accordance with the sound insulation standards given in the Noise Insulation Regulations. Previously treated properties are inspected every 10 years

The eligibility daytime noise contour level of 57 dBLA $_{eq,16h}$ is more stringent than that used at other UK airports. (italics added)

Eligible properties within the 66 dB $LA_{eq,16h}$ noise contour (Tier 2) are offered a higher standard of noise reduction and, following CADP, the scheme has now been enhanced to provide 100% of the cost of high performance double glazing.

As part of the permission, an additional intermediate tier (Tier 3) has been introduced for properties within the 63 dB $LA_{eq,16h}$ noise contour. This provides acoustic vents and either secondary glazing or a grant of £3,000 towards high performance double glazing.

Purchase Offer

Any eligible property within the 69 dB $LA_{eq,16h}$ contour will receive an offer from the airport to purchase the property at the open market value within 6 months of the owner/occupier making an application for the airport to do so. To date no eligible properties have been identified as being within the 69 dB contour.

Public Buildings

Eligible community buildings such as schools and community centres are also offered improvement works under the scheme on a similar basis to the Residential Sound Insulation Scheme. Sound insulation works are assessed on a case-by-case basis and agreed with the local authority.

Aircraft Noise Categorisation Scheme (ANCS) *(BNE – none)*

Under the ANCS each aircraft type is assigned a separate quota count (QC) for arrivals and for departures, based on their certification noise levels and categorised into 1 dB bands, rather than the 3 dB bands used in the pre-existing NFM system. The noise level bands that correspond to each QC score are shown below. The quota count system is similar to that operated at many UK airports at night.

Certification noise levels are measured in EPNdB and are assessed according to a standardised procedure set out by the International Civil Aviation Organisation (ICAO).[16]

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[16] EPNdB or Effective Perceived Noise Level (EPNL) is a measure of the relative noisiness of an individual aircraft pass-by event. Note: QC = Quota Count; Noise Level Band = EPNdB

By allowing for arrival and flyover noise the ANCS takes into account communities to the east and west of the airport, in addition to those to the north and south who were already taken into account under the NFM system.

The ANCS QC system has an annual limit designed to be equivalent to the NFM limit of 120,000 noise factored movements. The annual QC limit has initially been set at 22,000 per calendar year, with a maximum of 742.5 in any single week. These limits were reviewed after the first year of operation and periodically after that.

Noise Level Bands - Aircraft Noise Categorisation Scheme (ANCS)

Noise Level Band	QC Score	Noise Level Band	QC Score	Noise Level Band	QC Score
94 -94.9	2	85 -85.9	0.25	76 -76.9	0.0315
93 -93.9	1.6	84 -84.9	0.2	75 -75.9	0.025
92 -92.9	1.25	83 -83.9	0.16	74 -74.9	0.02
91 -91.9	1	82 -82.9	0.125	73 -73.9	0.016
90 -90.9	0.8	81 -81.9	0.1	72 -72.9	0.0125
89 -89.9	0.63	80 -80.9	0.08	71 -71.9	0.01
88 -88.9	0.5	79 -79.9	0.063	70 -70.9	0.008
87 -87.9	0.4	78 -78.9	0.05	69 -69.9	0.0063
86 -86.9	0.315	77 -77.9	0.04	68 -68.9	0.005

Under the ANCS all aircraft that operate at LCY must comply with the noise requirements of ICAO Chapter 4.[17]

In addition no aircraft louder than those permitted to operate at LCY will be allowed to operate under the ANCS and the following noise level limits will be applied:

- Flyover: 88.0 EPNdB;
- Sideline: 93.5 EPNdB;
- Approach 98.0 EPNdB.

The sum of the certification noise levels at each of the three positions must also be less than 271 EPNdB.

Mitigation measures and residual Noise Impact Assessment *(BNE – none)*

LCY's performance against all legal limits, including any breach of planning limits will be reported in the APR. The most recent APR (2023) confirmed that there were no issues of non-compliance with the operational requirements of the planning permission.

> *It is important to recognise that the NAP's primary purpose is to determine if the various mitigation techniques employed by the airport are protecting the local community by mitigating resulting noise impacts from the airport operation.* (italics added)

[17] Chapter 4 of Annex 16 to the Convention on International Civil Aviation, Environmental Protection, Volume 1, Aircraft Noise.