

BACACG Meeting Minutes



Location:	11 The Circuit, Brisbane Airport QLD 4008
Date:	18 November 2025 10:00am
Chair:	Nigel Chamier AM
Attendees:	Nigel Chamier AM Daniel Ryan (Community Representative for Lilley) Tim Roskams (Community Representative for Ryan) Allan Ronto (Community Representative for Petrie) Mark Power (Community Representative for Dickson) Rob Cooper (Community Representative for Bonner) Karilyn Beiers (Community Representative for Bowman) Chris Kang (Community Representative) Portia Allison (BAC, BACACG Secretary) Skye Pritchard (BAC) Tim Boyle (BAC) Helen Woodrow (BAC) Ruth Moody (BAC) Donna Marshall (Airservices Australia)
Attendees online	Marion Lawie (Airservices Australia) Alex Dwalitz (ANO) Thomas Stacey (Brisbane City Council) Richard Foley-Lewis (Airservices Australia)
Apologies	Henry Tuttiet (BAC) Brendan Mead (Qantas) Scott Mitchell (Virgin Australia)

Agenda Items

10am

Chair:

Welcome

Acknowledge of Country

Confirmed the minutes for the last BACACG meeting on the 5 August 2025.

Chair Update:

- Ruth Moody has commenced in the role of Head of Public Affairs at BAC
- Community Representatives commented on the previous minutes.

BACACG Secretary and General Update:

Portia Allison (PA), Community Engagement Manager at BAC and BACACG Secretary, provided an update on the BACACG inbox and noise complaints and correspondence with the Department regarding the draft CACG guidelines. PA mentioned a decrease in aircraft noise related complaints and complainants within the last couple months. PA advised of completed actions from previous meeting and confirmed there were no outstanding actions.

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

- The Community Representative for Dickson, requested clarification on the references to SODPROPS in the New Parallel Runway Environmental Impact Statement (EIS). TB presented graphs showing the forecast of aircraft movement in the 2007 EIS vs an updated forecast. Updated forecast shows that the expected level of aircraft movements for 2035 will likely not happen until 2045-48 (Appendix 1). The Community Representative for Ryan questioned the new forecast included existing flight paths. Donna Marshall (DM) from Airservices Australia advised that flight path information, provides the same capacity for the runway, advising it will not affect forecasted numbers. DM advised that changes to operations has allowed for more use of SODPROPS, compared to use before Minister Kings directive for Airservices to use SODPROPS. DM advised that weather conditions have significant impact on the operation of SODPROPS. The Community Representative for Dickson, questioned if Samford was included in the original EIS. DM confirmed flight paths over Samford were in the original EIS and advised that suburbs may not have been mentioned by name, however flight paths were considered.
- The Community Representee for Ryan requested confirmation on which aircraft operating at Brisbane Airport at night meet ICAO Chapter 14 standards. TB confirmed on a typical night between 20-25% of all jet aircraft meet Chapter 14 standards (Appendix 1). TB advised the freighter or business aircraft may not meet the standard. Community Representative for Bonner queried what is being done to control other aircrafts that don't meet Chapter 14 standards. TB advised passenger operated aircrafts are encouraged to use Chapter 14 standards wherever possible. TB advised that there are no narrow body jet freighter aircraft available in the world that meet Chapter 14. The Community Representative for Dickson questioned if charging companies more for louder aircraft, has been considered. TB advised differential pricing is under consideration and currently consulting with the airlines ahead of the next round of pricing agreements.

Commented [SP1]: Check phrase is right?

Commented [SP2]: Check

Community Engagement Update

PA advised of recent Community Engagement events (Appendix 1). PA advised a record amount raised through the Lost Property Auction and advised that the Master Plan engagement period closed on the 30th October 2025. PA gave an update of recent Community Feedback numbers and topic segmentation.

Airservices Australia Update

Marion Lawie (ML), from Airservices Australia provided an update on noise complaint data and reporting using Aircraft in Your Neighbourhood (Appendix 1).

ML advised on use of Aircraft in Your Neighbourhood and demonstrated use of different features. ML provided an update to the Noise Action Plan, Phase 6, including engagement sessions and community interactions (Appendix 1).

Community Representatives General Business and Discussion

The Chair invites the Community Representatives to share any general business

- Community Representative for Ryan

The representative asked if the community will be able to see the final version of the Master Plan before or when the public see it. TB advised that the preliminary draft was released for public comment, that then becomes the draft Master Plan that is to be submitted to the Ministers office. Once, it is approved the final gets released to the Public. The representative asked what date the Master Plan will be sent to the Minister. TB, informed submission will be January to early February. The representative questioned if the Master Plan considers current flight paths and that the Minister will receive information on flight paths that no longer exist. TB advised if flight paths change, they will revisit the Master Plan and that a change in flight path does not necessarily trigger a reassessment of the ANEF contour. The representative stated if there is significant change in flight paths or traffic, then that should be reviewed to see if it meets Airservices triggers and to be sent to the Minister. DM advised if a change is made regarding air traffic or a flight path, it does trigger and it goes to the Environmental Minister for advice. DM informed that the BAC EIS from 2006 and 2007, assessed at the ultimate capacity, which has already been referred to the Minister for 2035 predicted traffic advice. TB advised the ANEF is done on the ultimate capacity of the airport. The representative stated that in 2007 approval, there were no flight paths over St Lucia or Toowong at all. DM advised the trigger back in 2007 was in conjunction with the 70-decibel contour, however different criteria now apply. The representative asked how different communities are treated by Air Services interpretation. DM, advised to provide something for the next meeting that explains Airservices assessment process.

- Community Representative for Bowman

The representative asked about the 'Over the Ocean' solution. DM advised for the next meeting to provide a picture of the structure of the Airspace, in relation to not being able to offer the Over the Ocean solution. The representative read a letter in relation to an action requested out of session.

- Community Representative for Lilley

The representative stated that no new comments from the Lilley area. The representative stated that the community moved to the area, based on the proximity to the airport. The representative advised the community is keen to hear about new improvements to the airport. The representative asked if the Master Plan covered all the airport land or just the terminal space. PA advised to action for the next meeting.

- Community Representative (Chris Kang)

The representative stated the community has had a positive experience with BAC and Air Services Australia in the Pinkenba area. The representative advised of no new concerns within the community.

- Community representative for Petrie

The representative advised of no new concerns within the community.

- Community Representative for Bonner

The representative advised the Bonner community recognises the importance of the airport and the contribution for jobs and growth. The representative advised of the ongoing impact on parts of the Bonner community, especially from nighttime flights. The representative noted that parts of the Bonner community are frustrated with the lack of material change to noise, despite the experience of the NAP4B. The representative also advised concern with the flooding of information, making it difficult for the community to be engaged in the process and that the Bonner community want to see balance between welfare and aircraft noise. The representative requested information from BAC and Airservices on the status of SODPROPS, the conditions/restrictions affecting the use of SODPROPS, response to the government response to the Senate Inquiring recommendations, and a report on how noise has been reduced because of the NAP4B.

- The Community Representative for Dickson

Commented [SP3]: If we action it in the table below, does it need to be mentioned here?

The representative stated no consideration in the Noise Action Plan for the Dickson area. The representative informed of the frequent air traffic within the Stamford area. The representative stated the community would like improvement within package three of the NAP4B.

Close Meeting | Final comments from Chair

Meeting closed at 11:05am to allow member to undertake a tour of the airport.

Action items below carried forward to next meeting.

Commented [SP4]: Unsure of next meeting date

Action Items	Owner(s)	Deadline	Status
The Community Representative for Bonner requested a SODROPS update, response on Senate Inquiry recommendations, and response on noise mitigation form the NAP4B in Bonner.	ASA/BAC	Next Meeting	In-progress
The Community Representative for Lilley requested clarification if the Master Plan covers the whole airport precinct or just the Terminal	BAC	Next Meeting	In-progress
Airservices to provide a map/image of the airspace in reference to the 'Over the Ocean' solution.	ASA	Next Meeting	In-progress
Airservices to provide detail on criteria for when changes in airspace or traffic are referred to the Minister.	ASA	Next Meeting	In-progress
Airservices to share video on air traffic in the Greater Brisbane area.	ASA	Next Meeting	In-progress

Appendix

Appendix 1



Aircraft Noise – BACACG Inbox (August - October)

Action Items from Previous Meeting

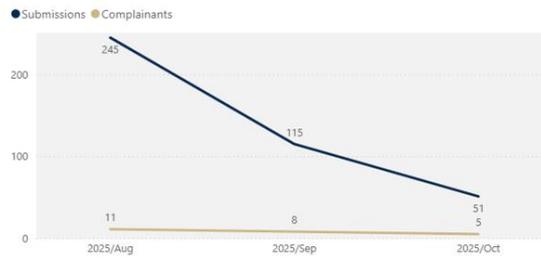
Completed

- Identification of which aircraft flying at night meet Chapter 14 standards.
- Information on what the EIS for the western runway (NPR) says regarding SODPROPS

Outstanding

- N/A

Aircraft noise feedback received



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EIS SODPROPS predictions

The 2007 EIS included the graphs below to illustrate the likely use of SODPROPS

These predictions were based on historical weather patterns and traffic forecasts

Based on updated forecasts, the expected 2035 movement level will occur around 2045-2048

Figure 5.2c: Percentage Usage of Modes, Year 2015 with NPR

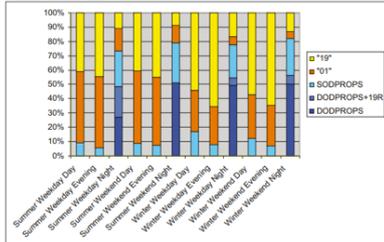
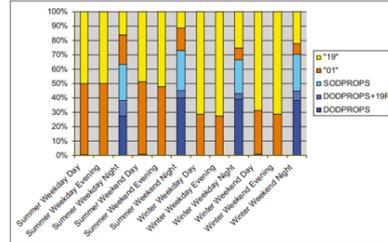


Figure 5.2c: Percentage Usage of Modes, Year 2035 with NPR



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ICAO Chapter 14 aircraft overnight

On a typical night between 20-25% of all jet aircraft meet Chapter 14 standards

Aircraft Type	Role	Chapter 14 (Yes/No)
Airbus A380	Passenger	Yes
Airbus A350	Passenger	Yes
Airbus A330	Passenger	No
Airbus A320/21 NEO ^{*1}	Passenger	Yes
Airbus A320/21 CEO ^{*2}	Passenger/Freighter	No
BA146	Freighter	No
Airbus A220	Passenger	Yes
Boeing 777	Passenger	No
Boeing 787	Passenger	Yes
Boeing 737 - 800	Passenger	No
Boeing 737 MAX	Passenger	Yes
Boeing 737 Freight	Freighter	No
Embraer E190	Passenger	No
Fokker F100	Passenger	No

^{*1} NEO – New Engine Option/ ^{*2} CEO – Conventional Engine Option

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Community Update | August - October

- Record Lost Property Auction
 - \$90K in 2024
- Aviation High – Benny event
- Kite Fest – Benny event
- 16 Master Plan engagement sessions
- Spring parade- Pop up
- Nundah Festival- Pop up
- Immersion Program with United Airlines
- Girls In Aviation Day
- RFDS Activation at Terminals
- Containers for Change Partner FY26 – Healthy Land and Water
- Share The Dignity packing event



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Community Feedback: August - October

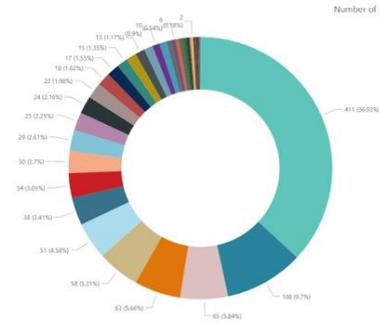
- Submissions by issue**
- Aircraft Noise Flight Paths
 - Facilities - General
 - Facilities - Cleaning, maintenance
 - Airline related
 - Queuing/Waiting Times
 - Screening - Property
 - Retail
 - Screening - Personnel
 - Kerb-side Officer
 - Screening - Process
 - Pick Up & Drop-off
 - Shuttle Bus
 - Border Force-Related
 - Assistance
 - Taxi
 - Ambassadors
 - Other
 - Signage
 - Screening Related
 - Slip, Fall or Injury
 - BAC
 - Email marketing
 - Customs Related
 - Tourist Refund Scheme
 - Lost property
 - WIFI
 - Cycling/Pedestrians

1,109

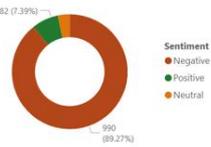
Number of submissions

717

Number of complainants



Sentiment of submissions



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Airservices Australia
Donna Marshall & Marion Lawie

Complaints reporting

Navigating AIYN

1. Nominate a location
2. Select menu item
3. Select report

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Complaints reporting

Navigating the complaints report

1. Select airport
2. Select date range
3. Zoom in to explore by location
4. Click on suburb on map for number of complainants
5. Order by suburb name or # of complainants
6. Explore complainant activity by day
7. Explore by issues and classifications

Suburb	Complainants	Issues and Classifications
Accra	1	
Acacia Ridge	1	
Albion	1	
Annakley	1	
Aspley	46	Brisbane Airport Night Movements
Bacolmont	1	
Balmain	9	13
Bankside Beach	2	Community Engagement
Barrow	1	4
Beardon	5	Runway Closure
Beachmont	1	0
Belconnen	2	Helicopters
Belmont	2	3
Birkdale	2	Not Noise Related
Bongaree	2	1
Bonsall	1	General Aviation Traffic
Bray Park	1	
Bridgman Downs	0	10

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Complainant = person, could be inquiries or suggestions or complaints
 Issues = the key topic of "complaint"

Noise Action Plan for Brisbane engagement update

Phase 6: 14 July – 24 August 2025 – 6 preferred options, 1 new option



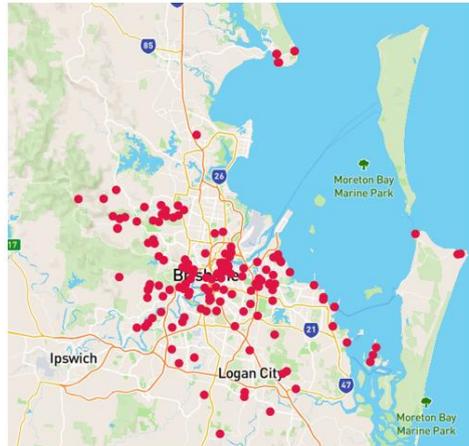
Published information	<ul style="list-style-type: none"> • 8 x information sheets • Phase 6 evolution of designs from Phase 5 concepts (as requested by AAB) • Flight path usage statistics (as requested by AAB) • Actual and modelled flight path heat maps • Brisbane Baseline Model – interactive maps comparing options with current paths including noise contours • Frequently asked questions • Educational videos https://www.youtube.com/user/airservicesTV (views as at 20/08/2024): <ul style="list-style-type: none"> • 3 x preferred options (combined 3,636 views) • How Brisbane airspace operates (21,024 views) • How we manage Australia's airspace (678 views) • Airservices who we are and what we do (643 views) • Pre-recorded webinar (1,575 views)
Promotion and advertising	<ul style="list-style-type: none"> • Engage Airservices website • E-newsletters sent to Noise Action Plan for Brisbane subscribers • Paid advertising – mainstream and local press; Facebook and Instagram; local radio • Outreach to local Facebook groups and community pages • Briefings and correspondence: MPs, AAB, BACAG, councils, RADAR (via MP office), BFPCA, Bayside Action Group, Mt Glorious Community Association, Moreton Bay islands associations, Pinkenba Community Association

Noise Action Plan for Brisbane engagement update

Phase 6: 14 July – 24 August 2025



- As of 21 August (all rounded):
- 200 email inquiries
- 250 meetings in person and online (via Teams)
- 600 community members (see map, right)
- 200 hardcopy feedback
- 510 email feedback
- 600 online surveys completed
- 70,000 visits to project web page
- 34,000 document downloads
- 700 views of the FAQs
- 300 new registrations to Engage Airservices
- 2 petitions received.



Actions

August 2025 meeting

NA

Out of session

We replied to inquiries from the Member for Bowman regarding the 'over the ocean solution', advising that it has not been incorporated into flight path changes to date for the following reasons:

- the Australian Defence Force has extensive restricted areas off the coast that civil aircraft can't enter. These prevent the use of airspace further east and also restrict options both north and south of Brisbane.
- longer flight paths increase aircraft track miles and emissions. Any increase in track miles is one of the considerations to be balanced in determining options.
- there are specific points at which aircraft must join the broader network of flight paths to travel to their intended destination. These would need to be redesigned to facilitate joining from new points over the ocean. Without these points, it would be similar to a car trying to join a motorway without an on-ramp.

Appendix 2

BACACG - 18 November 2025

Community Representative for Federal Electorate of Bowman

Thank you

I refer to the statement contained in the Presentation Package for today's Meeting under the heading of "Out of Session".

This response indicates Airservices has satisfactorily answered questions raised.

I disagree.

The inclusion of the statement by Airservices, together with similar statements in the last 12 months, reflects Airservices' failure to address these matters.

At no time has Airservices provided the basis for their continual unsubstantiated responses - which have merely been generalised hollow statements without facts.

I maintain a lack of valid reasoning exists regarding implementation of the "OVER-THE-OCEAN" Solution, which will benefit not only the residents of the Redlands, but many residents in the Greater Brisbane area, including :

- Why Military Restricted Areas are in conflict when located so far to the East - well in excess of that existing at Sydney Airport
- Why track miles and emissions are so detrimentally affected by a few additional kilometres - disregarding objections from any of the Airline operators - when the additional cost to passengers is minimal - and emissions over land will be reduced, and
- Why the inclusion of a waypoint so detrimentally affects the entire Brisbane Airspace - noting Airservices' recent claim of an additional waypoint without difficulties

It is the responsibility of Airservices to provide relevant factual responses.

From experience, it is likely Airservices does not refer to information contained in Navigation Charts, as that information is lacking in responses. Those Charts are published by Airservices and are readily available.

I can provide the link to other community representatives.

A detailed response to Airservices' statements will be forthcoming.

Thank you,

Karilyn Beiers