

BACACG Meeting Minutes

Location:	11 The Circuit, Brisbane Airport QLD 4008
Date:	26 March 2026 10:00am
Chair:	Nigel Chamier AM
Attendees:	<p>Nigel Chamier AM Daniel Ryan (Community Representative for Lilley) Allan Ronto (Community Representative for Petrie) Mark Power (Community Representative for Dickson) Karilyn Beiers (Community Representative for Bowman) Doug Pye (Community Representative – Small Business) Steve Guise (Community Representative – Tourism) Portia Allison (BAC, BACACG Secretary) Gaynor Sipolis (BAC) Tim Boyle (BAC) Ruth Moody (BAC) Tom Parry (BAC) Donna Marshall (Airservices Australia) Andrea Lomax (Airservices Australia) Brendan Mead (Qantas)</p>
Attendees online	<p>Tim Roskams (Community Representative for Ryan) Rob Cooper (Community Representative for Bonner) Chris Kang (Community Representative) Marion Lawie (Airservices Australia) Belinda Fenner (ANO) Thomas Stacey (Brisbane City Council) Cassandra Sun (Brisbane City Council) Erin Catchpole (Hobart Airport – observer)</p>
Apologies	<p>Doug Stewart (Community Representative for Moreton) Dominique Lamb (Community Representative for Griffith) Mitch Bright (Community Representative – Active Transport) Henry Tuttiet (BAC) Richard Foley-Lewis (Airservices Australia) Scott Mitchell (Virgin Australia)</p>

Agenda Items

Chair Welcome & Update

Chair provided a welcome to attendees and acknowledgement of country.

Provided information/update on the following:

- Confirmed meeting minutes from 18 November 2025 were uploaded to the BACACG webpage.
- New guidelines from the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts released new Community Aviation Consultation Group (CACG) guidelines and relevant changes were communicated to BACACG members. Changes include addition of new community representatives and streamline approach to minute taking and publishing.
- Welcomed new members:
 - Dominique Lamb, Community Representative for Griffith
 - Doug Pye, Community Representative – Small Business
 - Steve Guise, Community Representative – Tourism
 - Mitch Bright, Community Representative – Active Transport

BACACG Secretary and General Update:

Portia Allison (PA), Community Engagement Manager and BACACG Secretary, provided:

- Update on correspondence received via the BACACG inbox, including information on new CACG guidelines and requests for submission on Aviation White Paper initiatives.
- Confirmation that action items have been addressed or will be addressed during the meeting.
- Community update (see appendix 1)
- Update on general feedback (see appendix 1)

The Community Representative for Bonner raised that they received complaints about queuing/wait times at the new screening points. PA advised wait times were expected over holiday periods while staff were still learning to use the new equipment and that wait times are expected to improve with more use.

Tailwind Trial Update

Tim Boyle (TB), Head of Airspace Management at Brisbane Airport, provided an update on the tailwind operating at Brisbane Airport (see appendix 1). TB noted that:

- Participation in the trial is limited as pilots need to make the determination as to whether accepting a higher tailwind is safe or applicable to their circumstances.
- In response to questions about motivation for the trial, TB advised that the trial is intended to gather data to support future applications for an increase of the current 5 knot tailwind limit at Brisbane Airport.

New Member Introduction – Steve Guise, Doug Pye, and Mitch Bright

New members in attendance provided a brief introduction of themselves and what they aim to contribute as part of BACACG. PA provided brief overview for Mitch Bright (MB), as the representative was in apologies.

International Terminal Project Update

Tom Parry, Project Director ITB SRUP at Brisbane Airport, provided an update on ongoing works at the International Terminal (see appendix 1), including:

- Security upgrades, completed on Level 4 of the terminal in December 2025.

- Plans for retail and hospitality upgrades on Level 3 of the terminal, ongoing work with more vendors set to open in 2026.
- Management of passenger movements/flow with the increase in international travel.
- Overall budget for the project/s and timeline for expected completion.

Airservices Australia Update

Donna Marshall (DM), Airservices Australia, provided general overview of Airservices function for new members, an update on the Noise Action Plan for Brisbane (NAP4B), and information on the Noise Complaints and Information Service (NCIS). DM responded to outstanding action items (see appendix 1):

- DM advised that the update on the NAP4B will be shared with the group, likely in June.
- DM advised Airservices will provide update on changes for relevant communities, including Bonner, when the NAP4B has progressed further.
- DM and the Community Representative for Ryan discussed triggers for Airservices to refer noise related matters to the Minister for Environment. The Community Representative expressed dissatisfaction with the level of detail provided and the process for developing the criteria. DM advised that the criteria and measures were developed through available international standards, of which there is no single health and wellbeing standard endorsed by ICAO, and further information on the position of Airservices.

DM also responded to commentary on the use of SODPROPS and confirmed that the operation is not the solution to aircraft noise concerns in Brisbane and there are safety standards in place that limit its operation.

The Chair advised aircraft noise related matters can be referred to the Brisbane Airspace Advisory Board (AAB) of which the NAP4B falls within their remit.

Community Representatives General Business and Discussion

Chris Kang (Community Representative)

- Provided a general update on the Pinkenba Community Association and advised request be made to BAC regarding airport land and drainage concerns.

Community Representative for Lilley

- Requested update on active transport options and projects.

Community Representative for Petrie

- Advised nothing significant of note and that inclusion of economic and safety considerations is valuable.

Community Representative for Dickson

- Raised question on the process for complaints and complaint handling as community members were not bothering to complain due to repetitive responses or no responses. DM advised that complaints are addressed, however regular complainants where topics are repetitive and no further information can be provided are placed on management plans. However, if new information or concerns are raised, responses are provided. Abusive complainants are also placed on management plans.

Community Representative for Bonner

- Raised a question about a 'u-turn' departure mentioned in the last round of community consultation through Airservices. DM advised that an assessment is underway as to the safety and viability of a potential 'u-turn' departure to align with BAC runway works in late 2026. DM advised update estimated in a month's time, the representative requested information to be shared with local members.
- The representative queries how far in advance notice is provided about changes to flight paths. DM advised that Airservices do not implement any flight path changes without a minimum of a month's

notice. DM advised that abnormalities in aircraft operations is typically due to the management of aircraft spacing or operations during poor weather.

- The representative requested clearer communications on the operation of SODPROPS and any information regarding the operating mode's longevity noting that estimations made by BAC showed that SODPROPS would eventually be unviable (in the 2040s).

Community Representative for Ryan

- Questioned if BAC has completed any cost-benefit analysis or justification for operating without caps or curfews and if there is any intent in completing one. The representative noted that BAC has previously completed an economic impact study but stated that a justification is different. The representative also noted the inclusion of operating modes that would impact health and wellbeing. TB advised that scheduling is considered and the airport pushes back on the request for slots during sensitive hours but for the case where there is no alternative. TB advised that passenger flights come from international hubs which may rely on slots in sensitive hours. TB advised that scheduling is a factor in negotiations with airlines and differential pricing is being explored.

Community Representative for Bowman

- See appendix 1 and 2.

Close Meeting | Final comments from Chair

Meeting closed at 12:05pm.

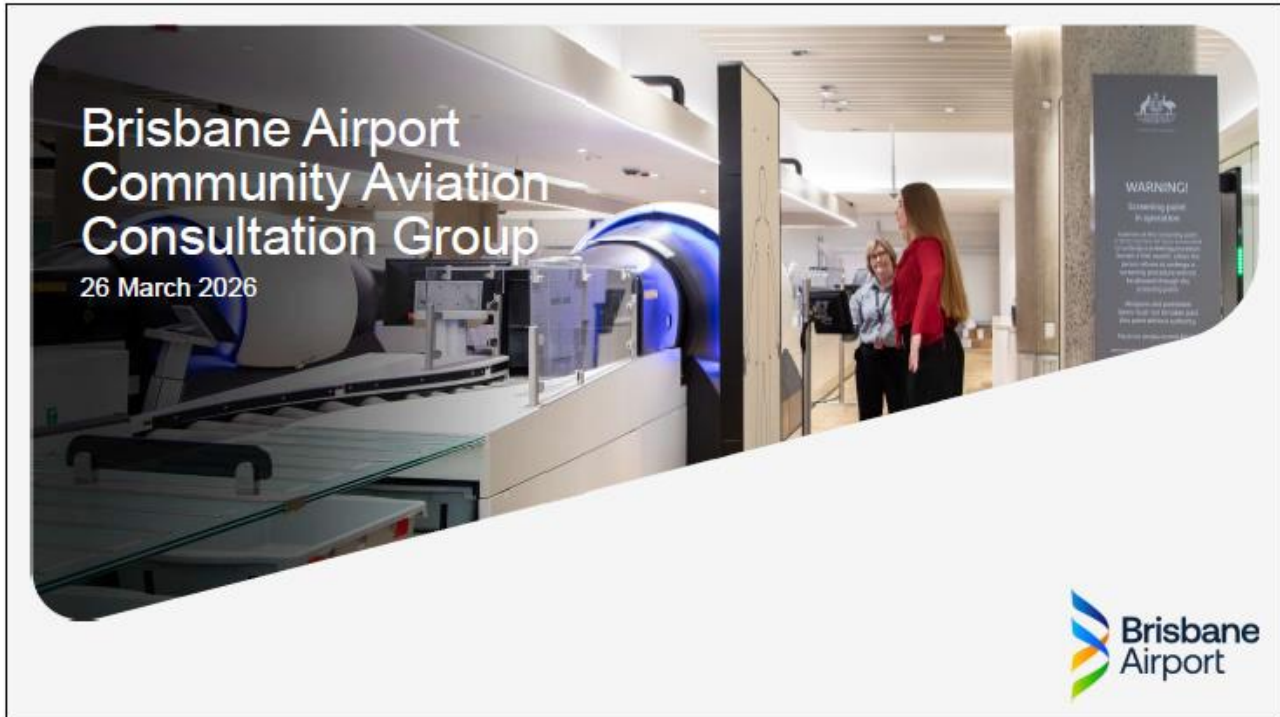
Next meeting – 30th June 2026

Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
The Community Representative for Lilley requested an update on active transport options and projects at Brisbane Airport.	BAC	Next Meeting	In progress
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	Completed
The Community Representative for Lilley requested clarification if the Master Plan covers the whole airport precinct or just the Terminal	BAC	Next Meeting	Completed
Airservices to provide a map/image of the airspace in reference to the 'Over the Ocean' solution.	ASA	Next Meeting	Completed
Airservices to provide detail on criteria for when changes in airspace or traffic are referred to the Minister.	ASA	Next Meeting	Completed
Airservices to share video on air traffic in the Greater Brisbane area.	ASA	Next Meeting	Completed

Appendix

Appendix 1



Acknowledgement of Country

We acknowledge the traditional owners of the Meanjin/Brisbane region and recognise their continuing connection to lands and waters.

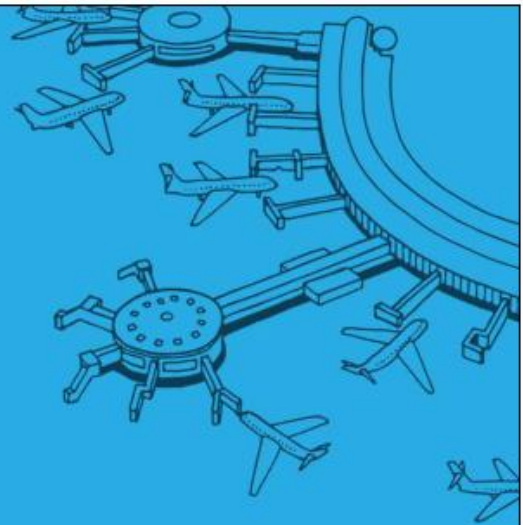
We pay our respect to all Aboriginal and Torres Strait Islander peoples of the places Brisbane Airport connects.





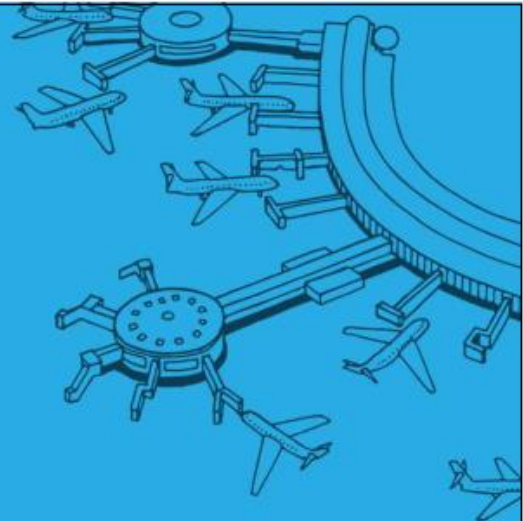
Chair update & welcome

Nigel Chamier AM



Secretary update

Portia Allison



BACACG

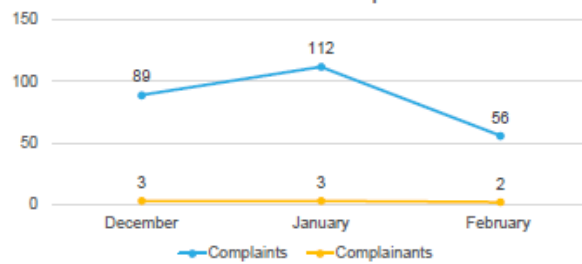
Action Items from Previous Meeting

The Community Representative for Bonner requested a SODROPS update, response on Sebate inquiry recommendations, and response on noise mitigation from the NAP4B in Bonner.	ASA/BAC	To be addressed in meeting and via documents shared pre-meeting.
The Community Representative for Lilley requested clarification if the Master Plan covers the whole airport precinct or just the Terminal	BAC	Information shared with member directly.
Airservices to provide a map/image of the airspace in reference to the 'Over the Ocean' solution.	ASA	To be addressed in meeting.
Airservices to provide detail on criteria for when changes in airspace or traffic are referred to the Minister.	ASA	To be addressed in meeting.
Airservices to share video on air traffic in the Greater Brisbane area.	ASA	Video link shared pre-meeting.

BACACG Inbox – Correspondence

- Received updated CACG guidelines from the Department of Infrastructure.
- Received contact from the Department of Infrastructure on the general aviation Flying Considerately discussion paper and calls for submissions.
- Received nomination of a new Community Member for Griffith.

Aircraft Noise Complaints



5

Community Update | December - February

- New plane spotters 'Fellowship Place' design unveiled.
- Confirmed **\$160k raised** in the Lost Property Auction, distributed to 8 children's health and wellbeing charities.
- Community Giving Fund applications closed 28th Feb – received **246 applications** (\$125k grant program)
- Donations made to Guide Dogs Queensland for International Day of Persons with Disabilities
- New Partnership with Foodbank Queensland - **\$20k** from Giving Globes
- Bikeway extension connecting Brisbane Airport to the Moreton Bay cycleway.
- Aviation Update:
 - December saw 2.3million passengers through the terminals
 - New security screening points opened at both terminals, including access to the Domestic Terminal from the Skywalk
 - Increased capacity from China Southern (double daily from 30 March) and Air New Zealand (larger aircraft, adding additional 63,000 seats between March and October 2026).
 - Malaysia Airlines returned to Brisbane, operating 5 times per week
 - New Jetstar route to Cebu launched December 2025

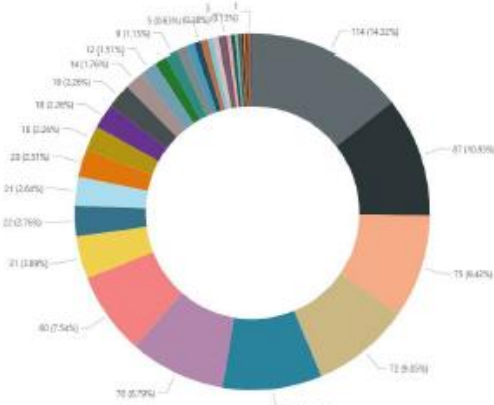


6

Community Feedback: December – February

Submissions by issue

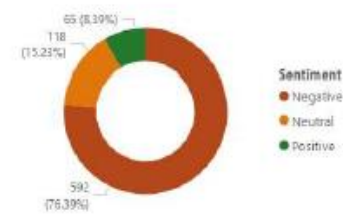
- Issue
- Waiting
- Terminal facilities - General
- Screening - Process
- Baggage related
- Facilities - Cleaning/maintenance
- Screening - Property
- Queueing/Waiting Times
- ATIS
- Shuttle Bus
- Screening - Personnel
- Assistance
- Border Force Related
- Car/Coach Office
- Pick-up & Drop-off
- Slip, Trip or Injury
- Website
- Employment Opportunities
- Taxi
- Safety
- Lost property
- Other
- Signage
- Colours
- Non-Passenger Seeking Security - Personal
- Ambassadors
- Customers Related
- Binwalk
- Ramp Safety / Viewings



775
Number of submissions

773
Number of complainants

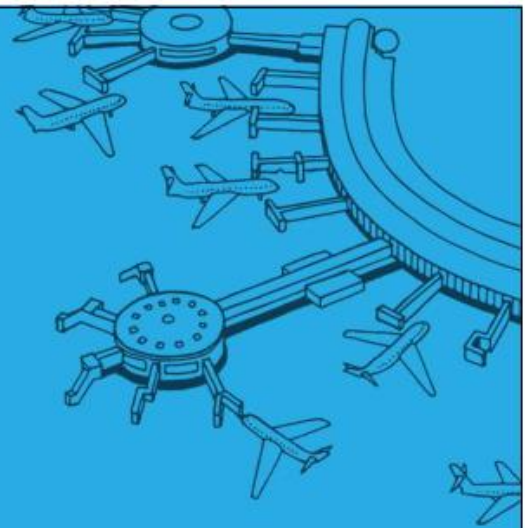
Sentiment of submissions



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Tail wind trial update

Tim Boyle



Tailwind Trial Update



Results (to end of February)

Month	Suitable nights	Trial Hours	Total departures (during trial hours)	Tailwind departures
December	7	18.1	60	8
January	10	46.1	112	14
February	5	16.0	67	7

Frequent Users

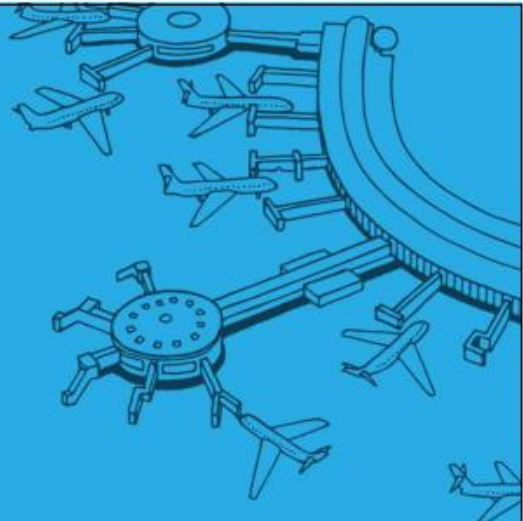
- Cathay Pacific Airlines
- Qantas Freight
- Texel Freight
- Emirates
- Singapore Airlines
- China Airlines

Observations

- Weather has reduced the number of opportunities (N winds/rain)
- 2200 – 2315 generally not available due to traffic complexity
- 0500-0600 similar, but that may be a daylight-saving issue
- Planned route/destination seems to make a significant difference
- Tailwinds up to 8 knots observed – nothing greater
- Data from airlines has not identified any performance issues

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New members

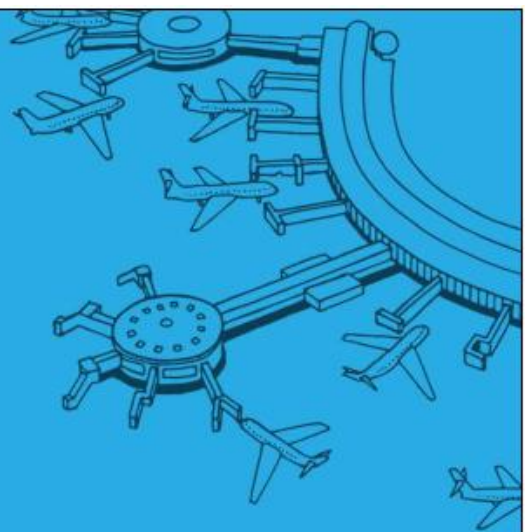


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International Terminal project update

Tom Parry



Project overview

The International Terminal continues with passport control relocation, self-check-in and automated bag-drop improvements and a retail offering overhaul.

Passenger impacts

- Minor temporary wayfinding changes
- Occasional construction noise
- Hoarding and visual changes in some areas
- No significant disruption expected

Benefits to Travellers

- More efficient CT security screening
- A smoother, more intuitive passenger journey
- Expanded retail and dining options
- A refreshed and modernised terminal environment

12

Fly through the completed International Terminal Security Retail Upgrade Project



Sensitive

13

Level 4

Recent progress

- New Level 4 Security Screening Point opened 17 Dec 2025.
- New Standard 3 screening technology enhancing the passenger experience and operational efficiency.

Coming next

- Passport Control will be relocated to Level 4 in staged phases.
- Departures Beacon to be installed, creating a clearer, more welcoming entry point.
- Self-check-in upgrades continue – Rows 7 & 8 underway, Rows 3 & 4 coming next
- Ongoing retail and dining fit-out works.



Current Level 4 Layout



15

Level 3

Recent progress

- McDonalds opened just before Christmas 2026, adding to the refreshed food offering on Level 3.
- Ceiling Replacement works have commenced in the Village Green area, as part of an asset renewal programme.

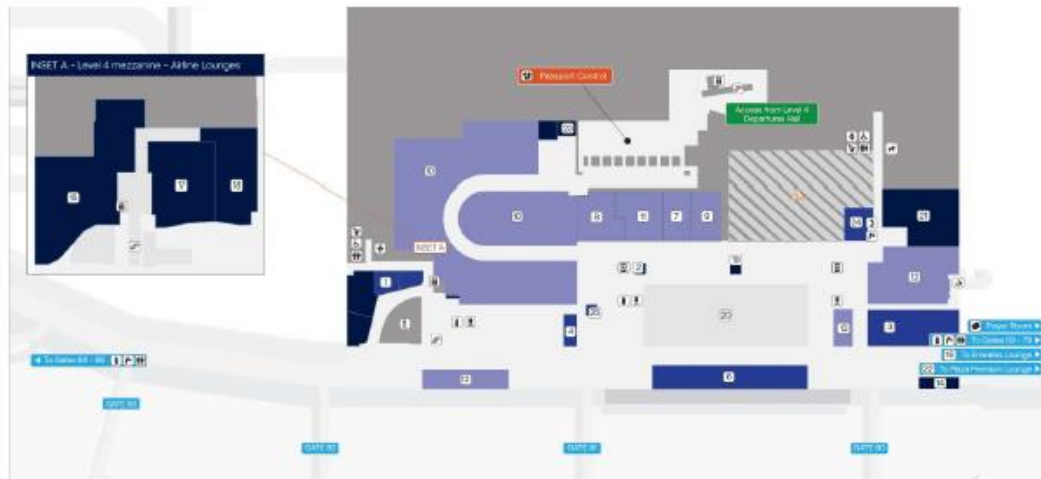
Coming next

- Ongoing retail and dining fit-out works, with more stores and eateries preparing to open throughout 2026-2027.



16

Current Level 3 Layout



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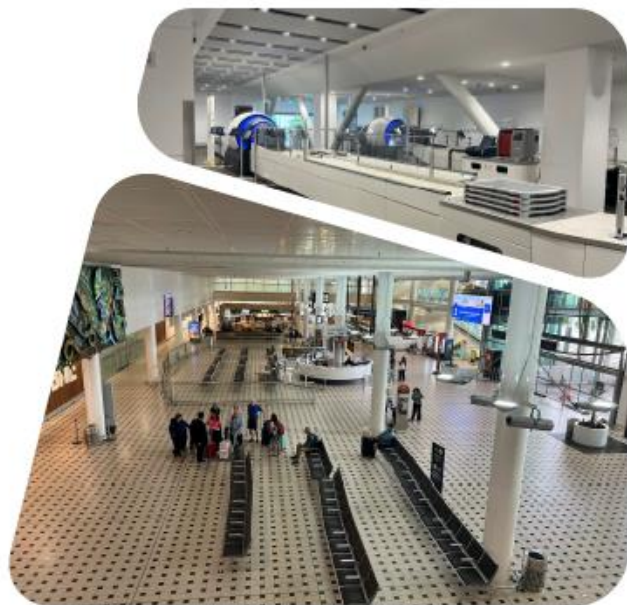
Level 2

Recent progress

- Passenger Southern Transit Screening opened 17 March 2026 – New CT technology.
- Temporary check-in has been set up to supplement capacity while the check-in upgrades are in progress on Level 4.

Coming next

- Retail and dining fit-outs starting soon in the Arrivals Hall.
- Space refresh with new joinery, seating, and design features.



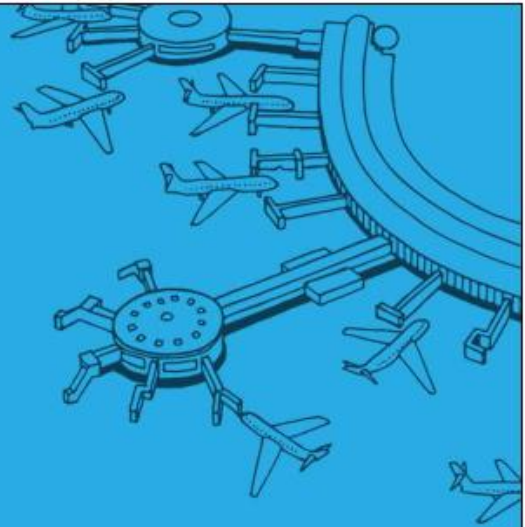
18

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Airservices Australia

Donna Marshall & Andrea Lomax



Brisbane Airport CACG Airservices Australia update

Donna – Community Engagement Head
Andrea – Community Engagement Advisor

26 March 2026



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Agenda

- About Airservices Australia
- Noise Action Plan for Brisbane update
- Actions

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2

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Airservices Australia

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Did you know?

Airservices Australia:

- safely manages 11% of the world's airspace
- delivers Air Navigation Services from 29 air traffic control towers and two major air traffic services centres
- provides Aviation Rescue Fire Fighting Services at 27 locations across Australia
- managed 3.7 million aircraft movements – for 161.2 million passengers – in 2025
- is responsible for aeronautical information, communications, navigation aids, and technology
- manages more than more than 600 remote and regional sites
- designs, engages on and implements airspace and flight path changes
- provides the Noise Complaints and Information
- is implementing air traffic management systems for drones (launching mid 2026).

Learn more:

Who we are and what we do ([video on YouTube](#))

How we manage Australia's airspace ([video on YouTube](#))

3

Airservices Australia



Noise Action Plan for Brisbane update

The Noise Action Plan for Brisbane consists of four packages of work, with 11 recommendations and 82 individual actions.

- 51 relate to investigation of flight path and procedure change options
- four focus on public reporting
- 27 relate to governance processes or provide guidance on matters to consider throughout delivery of the various actions.

As at 1 March 2026, the status of the 82 actions is:

- 32 are fully complete
- 13 actions were subject to the most recent round of Package 3 engagement (July to August 2025), with a decision expected mid-2026
- 18 actions remain in progress (two Package 2, one Package 3, and 15 Package 4 actions)
- 19 actions related to Noise Action Plan governance and general principles have been applied to date.

Actions: Community Representative for Bonner



Previous meeting and request received 19 March 2026

1. A report from Airservices regarding the status of the ministerial SODPROPS directive
2. A joint report from BAC and Airservices and why the current SODPROPS conditions/ restrictions exist and what is being done to reduce these
 - Please refer to the [SODPROPS Plan – 2026 update](#)
3. A report or presentation from Airservices and BAC on the recent government response to the Senate Inquiry recommendations
 - Airservices Australia is unable to speak to the government response to the recommendations of the inquiry on the impact and mitigation of aircraft noise. The response can be downloaded as a PDF from this website: [Government Response – Parliament of Australia](#)
4. A report from Airservices about how they believe the noise impact on the Bonner Community has been reduced as a result of the Noise Action Plan for Brisbane.
 - To be addressed when the program has concluded.



Increasing the use of Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) 2026 update

Background

Through the Noise Action Plan for Brisbane, Airservices Australia is working to increase the use of Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) at Brisbane Airport. In June 2026, an information paper will discuss the use of this mode. This document provides an update on our actions against this plan and the results achieved to date.

SODPROPS mode

- SODPROPS mode is used twice over the width of Brisbane Bay to the western and eastern ends of the runway (see Figure 1, right)
- Airservices is exploring whether conditions for public consultation
- This is a feasibility study to determine the amount of airports available to operate in the mode and what the impact of the SODPROPS mode will be
- The use of the mode is not expected to be possible for 2026 due to general traffic volume.



Figure 1: SODPROPS mode (opposite direction parallel)

Recommendations

Recommendations focused on increasing the use of SODPROPS mode:

- 1.1 Develop an Air Traffic Control (ATC) Operating Plan to support the use of SODPROPS
- 2.1 Review ATC workload and complexity associated with SODPROPS to assess its use
- 3.1 Identify specific SODPROPS flight paths and ATC procedures to reduce the impact of SODPROPS on noise and the community adjacent to these operations

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Actions: Community Representative for Bowman

“Over the ocean” – why it isn’t an easy solution

Three key reasons:

1. 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.
2. There are specific points at which aircraft must join the broader network of flight paths (highways in the sky) to travel to their intended destination. These would need to be redesigned to facilitate joining from new points over the ocean, and given the variety of directions served, this would be a major undertaking. Without these points, it would be similar to a car trying to join a motorway without an on-ramp.
3. Longer flight paths increase aircraft track miles and thereby fuel consumption and emissions. Any increase in track miles is one of the considerations to be balanced in determining options.



Image submitted by BACACG community representative in 2025

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Actions: “Over the ocean”

Different types of airspace

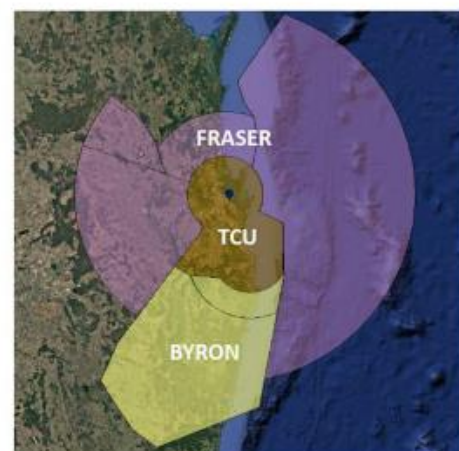
Noting the air traffic control tower manages aircraft on the ground at the airport including taxiing, take off and landing....

Local airspace – this is airspace (the brown area in the map to the right) is managed by controllers in the Brisbane Terminal Control Unit, the TCU. This includes the Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs) to and from the airport... *the local road connections.*

Enroute airspace – the high-altitude airspace connecting different geographic areas... *the highways in the sky.* The sectors immediately adjoining Brisbane airspace are called Fraser and Byron (the pink and yellow areas on the map). Flight paths have clearly contained within each sector and cannot track along the boundary.

Restricted military airspace – owned by the Department of Defence, covering air bases, training areas and the corridors connecting these areas (red areas on the next slide). Civilian flight paths cannot track through these areas.

Uncontrolled airspace – usually under and either side of controlled airspace, used by general aviation traffic. Entry to controlled airspace is only permitted with ATC approval, keeping these operations safely out of the path of commercial air traffic.



Fraser and Byron sectors surround Brisbane's TCU-controlled airspace

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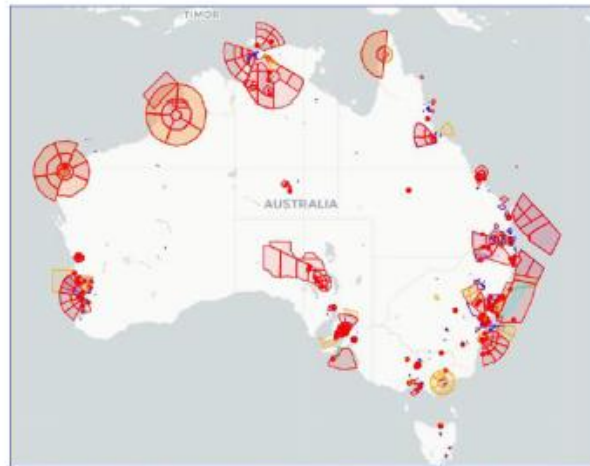
Actions: "Over the ocean"



1. Restricted Areas

- Military aircraft can operate up to the boundaries of restricted airspace at any time
- They may operate in 'dark mode' (i.e. we cannot tell if they are in use or not)
- Military aircraft have their own operational separation rules and authorisations
- Training operations generally occur during business hours, and can be active to 10pm but the airspace is "owned" 24/7
- The airspace can 'activate' with minimum 30 minutes notice
- Defence has no obligation to provide us with background information for actions and activity

These rules apply for all restricted airspace nationally.



Australian military restricted areas – there is a range of lateral and vertical restrictions on these spaces. Image from Airservices' infringement interactive maps (current at November 2024).

8

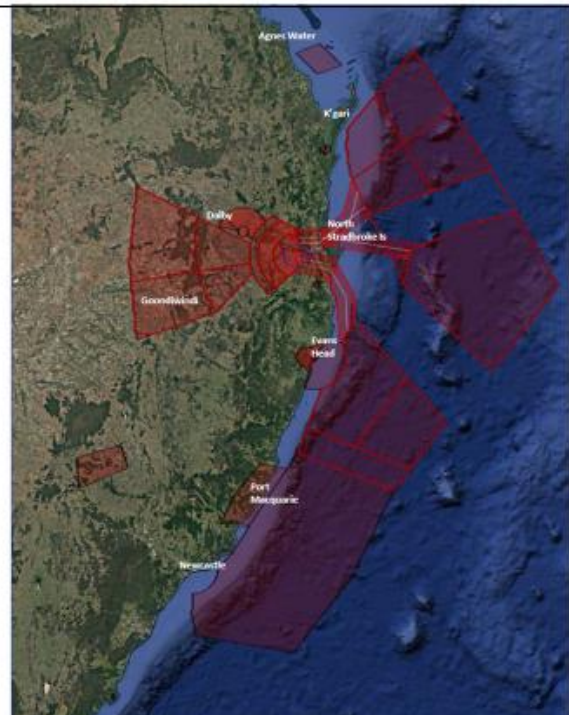
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Actions: "Over the ocean"

1. Restricted Areas

Obligations of Airservices flight path design

- Flight paths must track around Restricted Areas (cannot go as the crow flies).
- Civil flight paths must also be designed around military traffic corridors, used to travel from the military base to the restricted airspace used for training.
- We must keep 3NM (5.5km) between civil flight paths and Restricted Areas in "local airspace" and 5NM in the higher level enroute airspace.
- Need to allow space around civil flight paths for instances such as weather events or aircraft separation where deviation from published flight paths is required (i.e. you cannot track them close to each other).
- Limited space between military areas often results in civil flight paths being designed at different altitudes to fit them in. These will have vertical separation built in, with some aircraft at lower altitudes than they would otherwise need to be that distance from the airport.
- To provide maximum safe separation, flight paths will be designed as close to Restricted Area boundaries as the rules allow, noting point 3 above.



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Actions: “Over the ocean”



1. Restricted Areas

- Restricted Airspace must be avoided unless in an emergency.
- We must assume that a military aircraft could be present on the boundary of the Restricted Airspace at any time when it is active.
- We must apply separation rules to maintain safety around Restricted Airspace (i.e. we cannot operate up to the boundary even though they can)
- Any encroachment on Restricted Areas is considered an error per our safety system and is reportable.
- Airspace near Restricted Areas is often congested which increases ATC workload.
- We may make ad hoc requests to RAAF ATC to release airspace for civil use in emergencies such as weather events.
- The specific procedures including reporting are set out in the Manual of Air Traffic Services

The Air Traffic Controllers' view: radar image showing restricted areas with yellow borders



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Actions: “Over the ocean”

2. Integrating with the broader network

The enroute network for flight paths between Brisbane and Sydney is like a multi-level dual carriageway; planes come up the eastern side and go down the western side at different altitudes depending on a range of factors.



High altitude enroute chart, above; and layered over east coast of Australia, right



Actions: "Over the ocean"

2. Integrating with the broader network

The network charts show the directions of the routes (green tracking south and purple tracking north). This keeps aircraft on these paths safely separated.

Zoomed in section



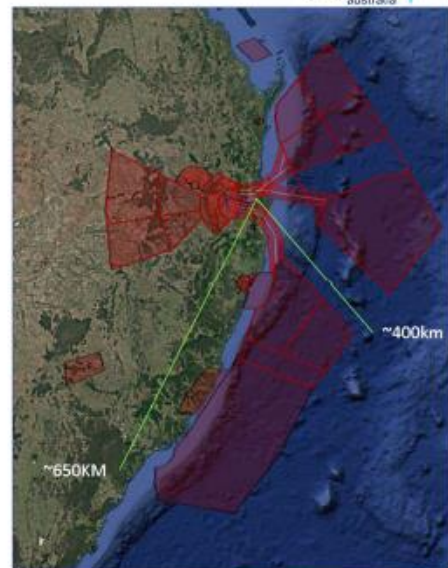
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Actions: "Over the ocean"

3. Track miles: fuel use and emissions

Track miles are a factor when considering flight path design options due to the role of aviation in Australia's commitments to decarbonisation:

- Australia is a signatory of [United Nations Framework Convention on Climate Change](#) (UNFCCC), which provides the framework for major climate agreements such as the Paris Agreement, and has referenced international aviation emissions since 1995.
- Under the UNFCCC, the International Civil Aviation Organization (ICAO) has responsibility for global aviation emissions policy.
- [Australia's State Action Plan on aviation emissions](#), submitted to Assembly Resolution A37-19 on Climate Change, states that Australia is actively participating in the ongoing development and implementation of measures to reduce aviation emissions and highlights the role of air traffic management, airlines, airports.
- The Aviation White Paper, [Towards 2050](#), released in 2024, includes reducing carbon emissions of air transport as part of the broader national commitment under the 2015 Paris Agreement.



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Actions: “Over the ocean”

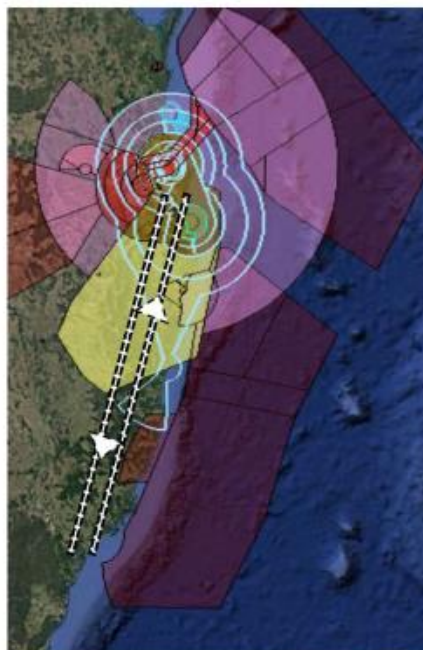
When everything is overlaid, we are navigating:

- Military restricted areas
- Sector boundaries
- Enroute network connections
- North-south “carriageway” traffic flow
- Controlled and uncontrolled airspace
- Emissions and track miles

As well as the location of:

- Arrivals to the other runway end (over land)
- Arrivals and departures at other airports such as Gold Coast

All of which makes “over the ocean” a far from simple solution.



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14

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Actions: Community Representative for Ryan

Criteria for referral of changes in airspace or traffic to the Minister

Airservices' flight path changes are subject to the provisions of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This legislation requires any change with the potential to create a **significant impact** to be referred to the Commonwealth Minister for Environment for advice.

Airservices' *Environmental Management of Changes to Aircraft Operations National Operating Standard* identifies **community noise environmental significance triggers** in relation to the EPBC Act as:

Number of noise events (based on a 90th percentile busy day):

- ≥ 5 70dB 24 hours noise impacts
- ≥ 10 60dB 24-hour noise events
- ≥ 2 60dB night-time noise events (11pm to 6am)

Increase in flight numbers:

- > than 20% change 24 hour
- > 2 flights or > 20% (whichever is the larger) night-time (11pm to 6am).

The triggers were developed considering:

- international aircraft noise assessment metrics and methodologies
- Australian regulatory requirements for noise management.

Particularly relevant references were:

- *AS2021:2015 (Acoustics – Aircraft noise intrusion – Building siting and construction)*,
- *National Safeguarding Airports Guidelines (NASAG)*
- *Expanding ways to describe and assess aircraft noise* – discussion paper from the (then) Commonwealth Department of Transport and Regional Services (March 2000).

15

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Actions: requested previous meeting



Share video on air traffic management in the Greater Brisbane area

- Link sent to Secretariat 16 January 2026; and here: [Brisbane's airspace operates](#) (video on YouTube)

16

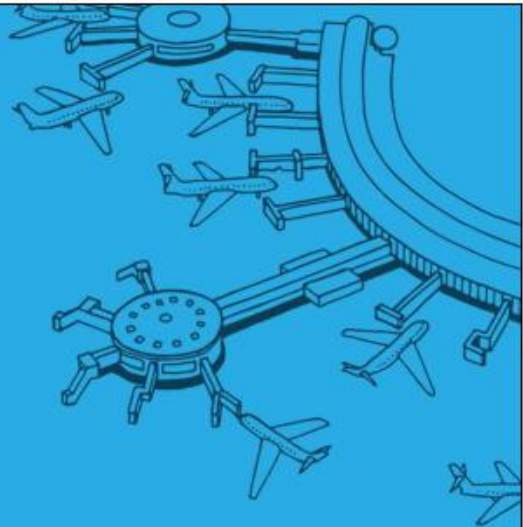


Thank you

17

General business

Community Representatives



AIRSERVICES and BRISBANE AIRPORT

AIM FOR GREATER EFFICIENCY AND CAPACITY THAN ANY OTHER AIRPORT

**LONG-TERM BENEFITS FOR BRISBANE WILL ONLY BE REALISED
IF OPERATIONAL RESTRICTIONS ARE AVOIDED**

**BRISBANE NEEDS THE ABILITY TO OPERATE WITH
MINIMAL OPERATIONAL CONSTRAINTS**

by

REJECTING CAPS AND CURFEWS

MANAGING INCREASED AIRCRAFT NOISE COMPLAINTS

INCREASING ALLOWABLE TAILWIND SPEED and REDUCING CLOUD CEILING

by implementing and then

**INCREASING SODPROPS USAGE in order to claim a reduction in aircraft noise impacting
Brisbane residents - despite continual MINIMAL benefit for those residents**

BY DIRECTING AIRCRAFT OVER RESIDENTS OF THE REDLANDS

E&OE

AIRSERVICES CLAIMS

The Australian Defence Force has **extensive restricted areas** preventing use of airspace to the East

Cost of increased aircraft **track miles and emissions**

Some aircraft can **fly faster** than others

Need to **redesign flight paths** to facilitate joining new waypoints

Moving Maroochydore flight paths further East will **conflict with Brisbane flight paths**

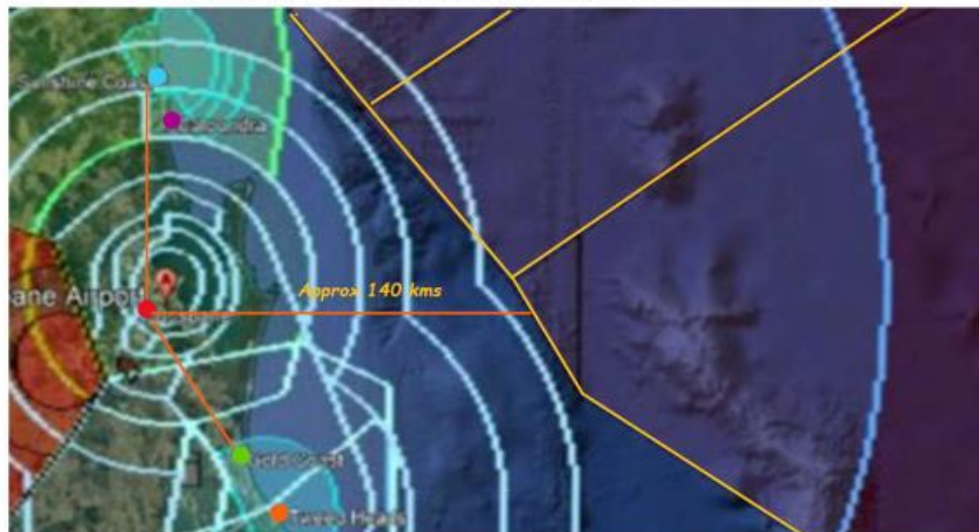
ALL OF THE ABOVE HAVE BEEN DISPUTED !

AIRSERVICES HAS FAILED TO PROVIDE ANY BASIC INFORMATION TO SUPPORT THESE CLAIMS

THE REDLANDS IS THE ONLY AREA DIRECTLY AFFECTED BY SODPROPS MODE

EAOE

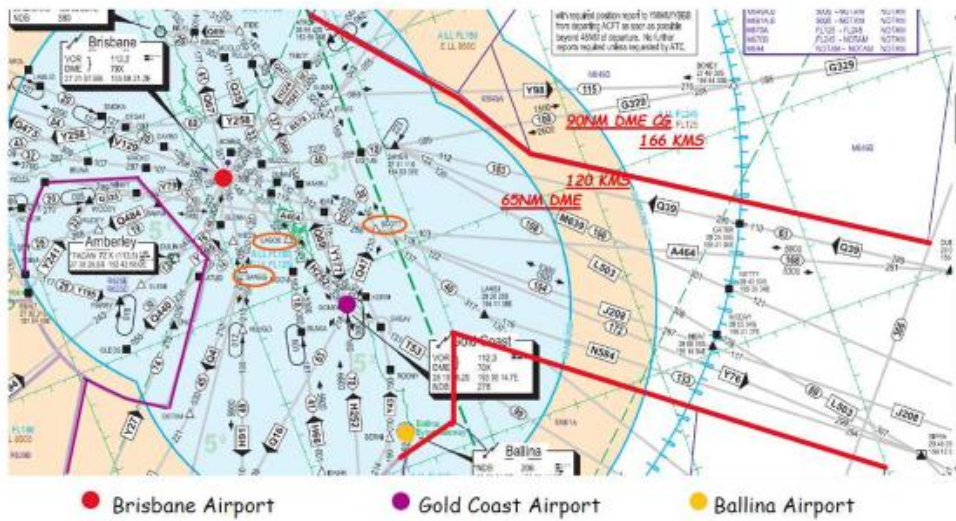
DIAGRAM OF RESTRICTED ZONE as supplied by AIRSERVICES



- SUNSHINE COAST ● CALOUNDRA ● BRISBANE ● GOLD COAST ● TWEED HEADS
- Air distances - Brisbane to Sunshine Coast 86.6 kms Brisbane to Gold Coast 94.5 kms

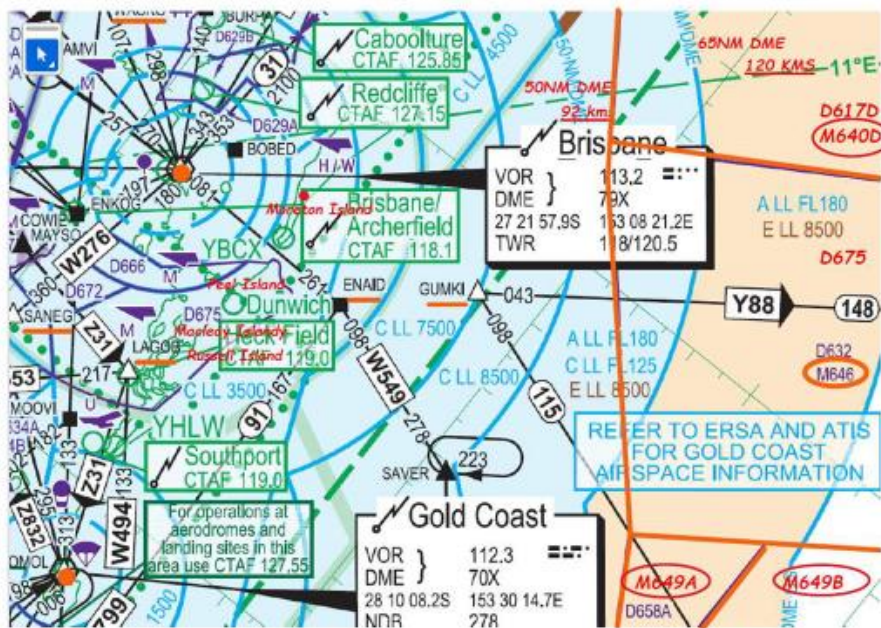
EAOE

ERCH 1 - Above FL200 - 20,000 ft - BRISBANE

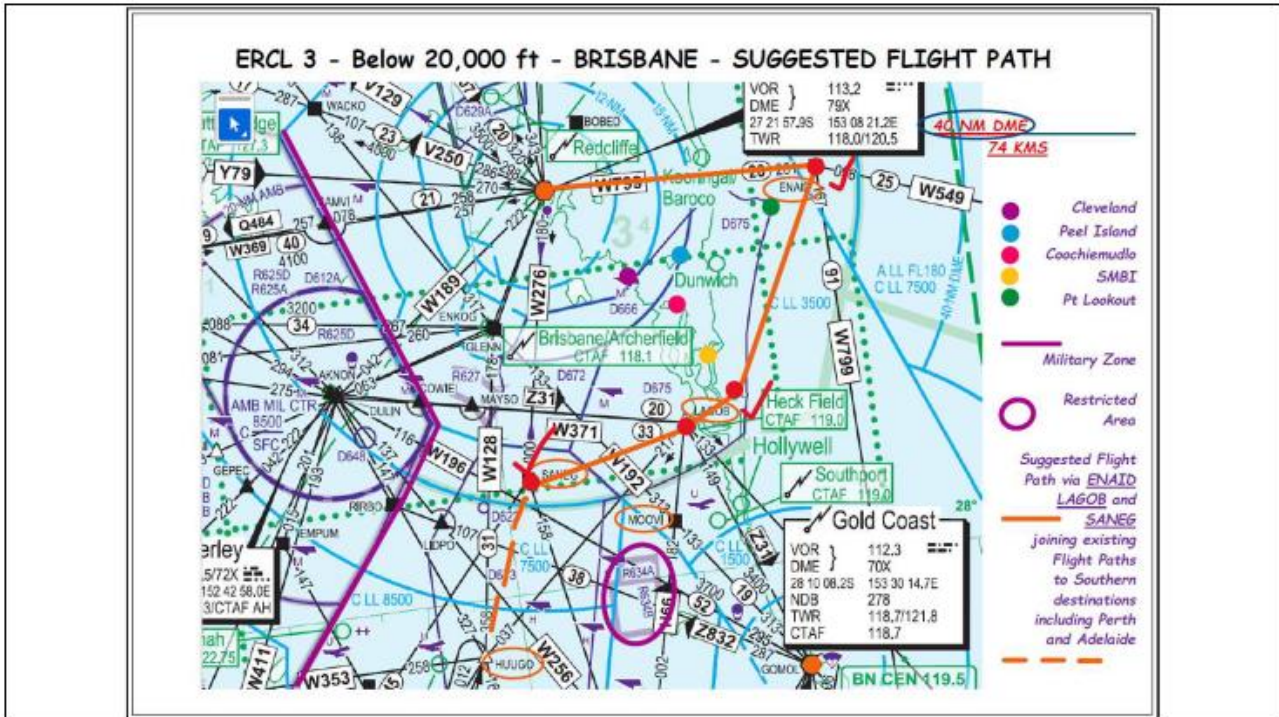


EAGF

ERCL 4 - LOW LEVEL - Below FL200 - 20,000 ft - BRISBANE



EAGF



BRISBANE AIRPORT - WEDNESDAY, 20 AUGUST, 2025

It is assumed the fares charged by each airline are sufficient to cover the cost of all operating expenses including fuel, staff, ground charges, maintenance, food and general operating costs

PLUS the cost of the aircraft averaged on the expected lifetime track miles PLUS profit margin

AIRLINE	AVERAGE FARE	INCREASE	REVISED FARE	BASIC FARE	INCREASE	REVISED FARE
BRISBANE to SYDNEY - 752 km - 467 miles - 405 NM - Time: 1 hour 35 minutes 50 kms additional distance added for additional track miles						
QANTAS	618	41	659	350	23	373
JETSTAR	218	14.50	232	225	15	240
VIRGIN	297	19	317	275	18	293
BRISBANE to MELBOURNE - 1,380 km - 857 miles - 745 NM - Time: 2 hours 25 minutes 50 kms additional distance added for additional track miles						
QANTAS	458	16.50	475	425	15	440
VIRGIN	409	15	424	300	10	310

AIRCRAFT SPEEDS

Aircraft type	Rotation (V _r) Knots	5,000 ft Knots	Cruising Knots
B738 (B737-800)	130-160	210-250	460
A320	130-150	250	447-466
A321	130-150	220-250	450-460
A330	135-155	200-250	472-475
E190	125-145	250	450-470
Fokker 100	120-145	270 (on Descent)	456
B737	130-160	220-250	520-540

All quoted speeds are subject conditions including Flap Settings, Weight, Atmospheric Conditions (Wind/Rain) and Runway Length

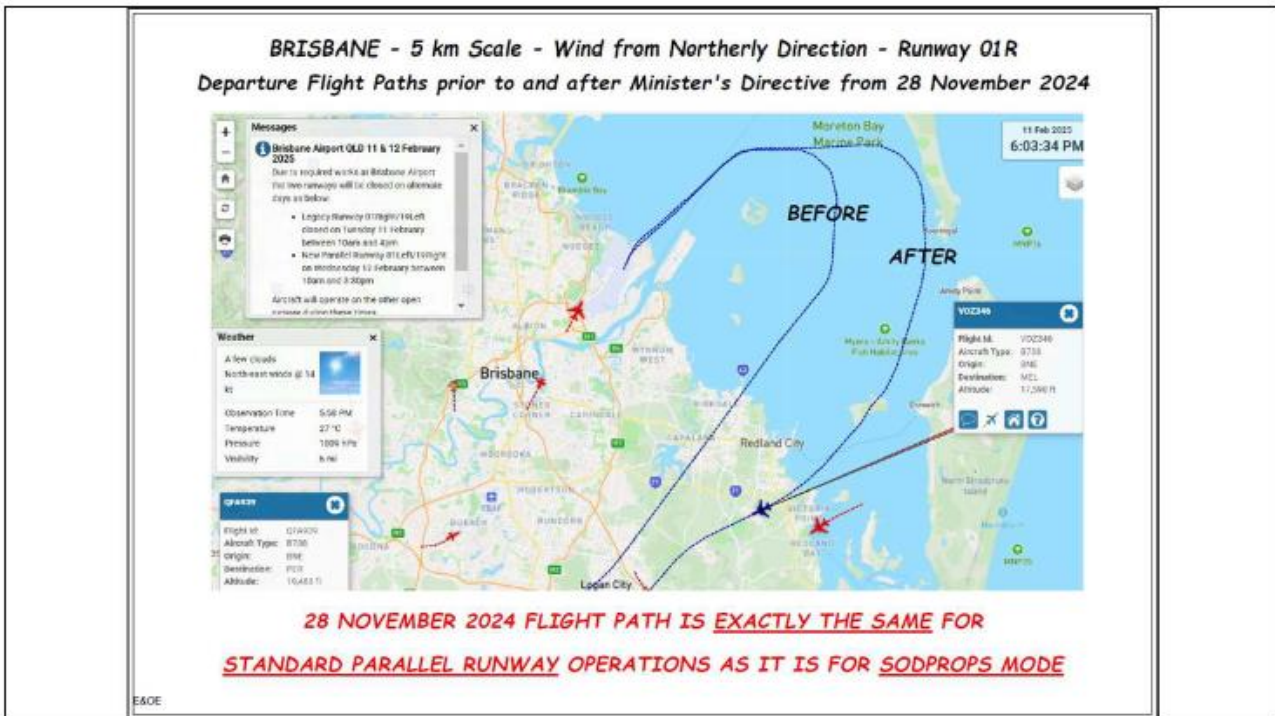
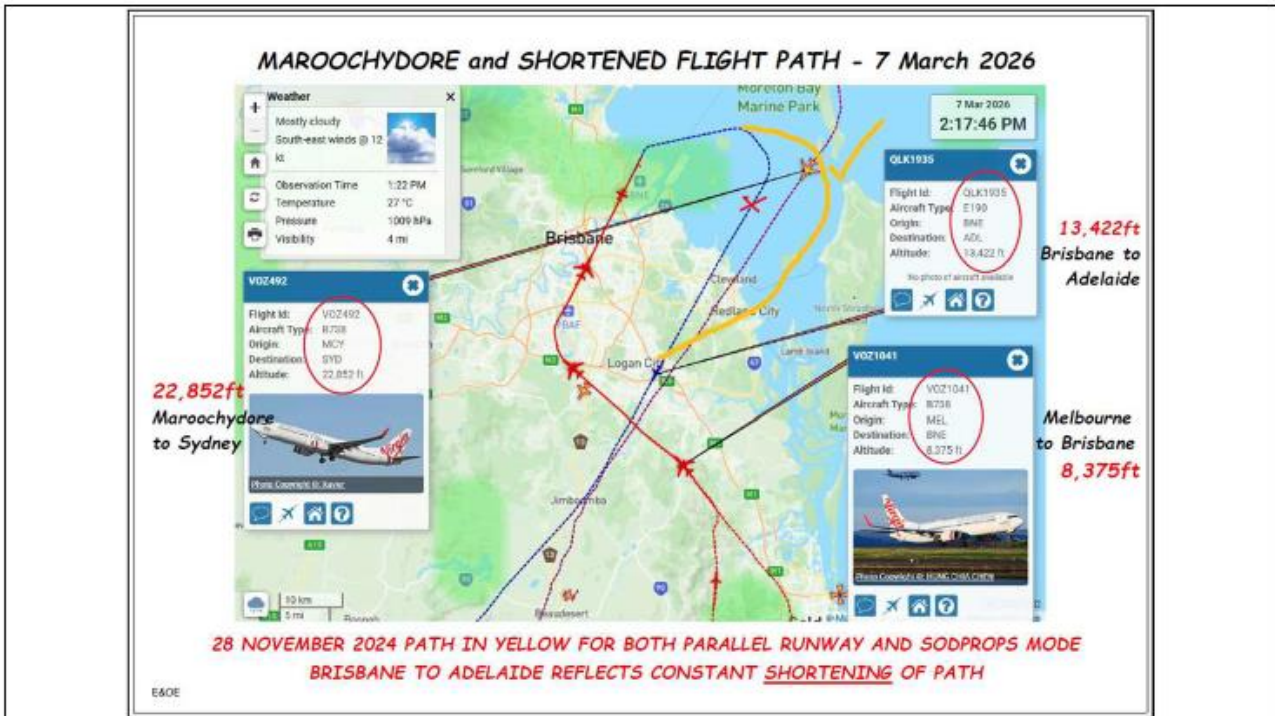
E40E

Flight Stats via Airservices' Aircraft in your Neighbourhood Portal

Month	All Departures from Brisbane on O1L/R		SODPROPS MOVEMENTS					
	% Used All Hours	% Used Night	SODPROPS % Used	% of Suitable Conditions Available	No of Flights	Reasons not MET during priority hours		Reasons not USED during priority hours
						Weather Hours	Traffic Hours	
January	72.4	99.8	2.09	90	368	298	2	6 - Operational Reasons
February	70.8	99.3	2.24	81	364	269		4 - Staff : 5 Operational Reasons 1 - No Aircraft Movements
March	74.2	100	2.32	97	388	321		2 - Operational Reasons
April	74.5	100	3.79	91	684	258		9 - Operational Reasons
May	70.3	99.4	2.0	83	368	310		2 - Maintenance : 8 - Operational Reasons
June	64.0	100	2.54	72	455	282		15 - Maintenance : 8 - Operational Reasons
July	64.8	98.8	4.58	82	885	247	2	1 - Staff : 1 - Maintenance 18 - Operational Reasons
August	63.7	98.3	3.7	81	685	277		1 - Staff : 1 - Maintenance 19 - Operational Reasons
September	62	99.2	2.89	80	542	256	1	2 - Staff : 3 - Maintenance 14 - Operational Reasons
October	60.5	99.4	1.69	90	328	300		2 - Maintenance : 4 Operational Reasons
November	51.3	98.2	1.8	70	333	293	1	10 - Maintenance : 14 - Operational Reasons
December	55.7	99.1	1.77	74	341	293	1	2 - Staff : 2 - Maintenance 15 - Operational Reasons

AVERAGE 2.6% OF ALL DEPARTURES FROM BRISBANE - O1L/R

E40E



Appendix 2

BACACG MEETING - Thursday, 26 March, 2026

Hello everyone - welcome to newcomers.

Today I intended to present 11 screen shots - I will still try to achieve that aim - however, Airservices' SODPROPS release this week has changed things.

My association with Aircraft Noise started September 2022 and, since June 2023, as the community representative for Bowman.

100 submissions or feedbacks, the majority relating to various Phases under the NAP - attending and speaking at numerous meetings and the Public Hearing for the Senate Inquiry - sadly, my view is - I have achieved very little for the residents of Redlands or Greater Brisbane.

WHY - because of what I conclude to be the attitude of Airservices - NCIS - and Infrastructure.

It is seven months since our August Meeting and four months since November's.

Apart from advising Airservices of problems with their Aircraft in Your Neighbourhood platform - there has been nothing of significance nor a response to what was outlined in August and November

Notwithstanding the earlier presentation today, my aim is to continue with the "Over-the-Ocean" Solution because - if implemented - there will be a benefit for both the Redlands and Greater Brisbane.

I am not against SODPROPS - only that relief for Brisbane residents should not be at the expense of Redlanders. It could be 24/7 - BUT EAST OF NORTH STRADBROKE ISLAND !!

Airservices' SODPROPS paperwork released this week ABSOLUTELY FAILS to recognise two important subjects:

Firstly that - at 2.6% of Brisbane traffic for the ENTIRE 2025 year - SODPROPS does virtually nothing to benefit any residents.

SODPROPS will always be subjected to weather conditions and increasing traffic.

The second - SODPROPS is in direct conflict with the stated claims that "no area will benefit at the expense of another"

Ask yourself - a stated benefit of 300 to 500 thousand people ?

WHERE ?

Where do those flights go ?

DIRECTLY OVER THE REDLANDS ON EXACTLY THE SAME FLIGHT PATH AS FOR DEPARTURES WITH A NORTHERLY WIND COMPONENT.

Is that fair and equitable ?

Is that not "benefiting one area at the expense of another" by moving the problem from one area to another ?

Where is there reference to how many Redlands residents will be adversely affected ?

Forget the height !!

The fact is - aircraft regularly cross the mainland at the level they did before the November 2024 flight path change.

Aircraft aren't keeping to that published flight path - but continually flying the old - shorter - route without any obvious need to do so.

Should I not be able to show all the screen shots within the time allocated - I would appreciate that they be emailed to all members following the meeting for their consideration and possible comment.

Thank you, Karilyn Beiers (Community Representative for Bowman)