

BACACG Meeting Minutes

Location:	11 The Circuit, Brisbane Airport QLD 4008
Date:	30 June 2026 10:00am
Chair:	Nigel Chamier AM
Attendees:	Nigel Chamier AM Portia Allison (BAC, BACACG Secretary) Chris Kang (Community Representative) Daniel Ryan (Community Representative for Lilley) Mark Power (Community Representative for Dickson) Tim Roskams (Community Representative for Ryan) Karilyn Beiers (Community Representative for Bowman) Rob Cooper (Community Representative for Bonner) Doug Pye (Community Representative – Small Business) Mitch Bright (Community Representative – Active Transport) Donna Marshall (Airservices Australia) Marion Lawie (Airservices Australia) Brendan Mead (Qantas) Tara Taher (BAC) Tim Boyle (BAC) Michael Jarvis (BAC) Rishi Wijesoma (BAC) Ashish Dhanjee (BAC)
Attendees online	Steve Guise (Community Representative – Tourism) Dominique Lamb (Community Representative for Griffith) Cassandra Sun (BCC) Thomas Stacey (BCC) Alex Dallwitz (ANO)
Apologies	Allan Ronto (Community Representative for Petrie) John Cunningham (Community Representative for Moreton) Andrew Marshall and Melissa Griffiths (QLD, SA and NT Airports. Department of Infrastructure) – no longer attending CACGS Henry Tuttiett (BAC) Ruth Moody (BAC)

Agenda Items

Chair Welcome & Update

Chair provided a welcome to attendees and acknowledgement of country.

Confirmed meeting minutes from March 2026 were uploaded to the BACACG webpage.

Welcomed new members:

Dominique Lamb, Community Representative for Griffith

John Cunningham, Community Representative for Moreton

BACACG Secretary and General Update

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

- Provided an update on correspondence, including an email from the Senator regarding Senate Estimates discussions and a new representative nomination.
- Aircraft noise related contacts remain low.
- Update on programs, events and accessibility initiatives.
- Brisbane Airport to introduce a sign language interpreter service across both terminals.
- Aviation update provided (increased capacity, new routes, strong demand during Magic Round).

Tailwind Trial Update

Tim Boyle (TB), Head of Airspace Management at Brisbane Airport, provided an update on the tailwind trial 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.
- The tailwind trial is progressing as expected, with no safety concerns reported.
- Arrivals component expected mid-July (subject to safety approvals).

Runway Works Program

TB provided an update on the runway works program (see Appendix 1). TB noted that:

- Upcoming runway works and schedules were outlined, including western and eastern runway closures.

The Community Representative for Bonner:

- Raised a question about expected ground noise levels associated with works; Ashish Dhanjee (AD) advised impacts are likely comparable to standard roadworks, with some disturbance (e.g. equipment/reverse beepers) but generally limited.
- Queried regarding removal of bitumen; AD advised material is recycled where possible, either on or off site. PA noted Brisbane Airport will provide clear contact points and online information for community enquiries about runway works.

Master Plan Update

TB confirmed that the Master Plan had been approved by the Minister's office in June. Brisbane Airport expects to publish the final version after incorporating requested amendments, with publication anticipated within the statutory timeframe and likely earlier. A question was raised about access to public consultation

comments; Brisbane Airport advised comments are not generally published because they may contain personal information.

The Community Representative for Ryan raised a question about access to public consultation comments and requested a copy of the Master Plan submitted to the Minister; TB advised this could not be provided due to privacy considerations and noted the final published version can be reviewed against the draft for reference.

Small Business Representative & Tourism Representative

The Small Business Representative provided an update on recent BNE Enterprise events, including breakfasts with Environment and Tourism Minister Andrew Powell MP. The Representative shared that the industry is facing issues in workforce planning and management, notably with increasing demand for major infrastructure precincts in the lead-up to the Olympic and Paralympic Games, and noted that work is underway to grow apprentice opportunities within concreting. The Representative shared that Landers Pocket, the newest pub/restaurant on site, won 'Queensland's Best Pub' at the Queensland Awards, demonstrating the success of the venue.

The Tourism Representative advised that regional and rural Queensland operators have been impacted by fuel prices and flooding with many being 40-50% down on previous years' figures. The Representative advised they would provide a more in-depth update at a future meeting.

Active Transport Representative & Bike Paths

The Active Transport Representative provided an overview of advocacy and infrastructure solutions since 2008 and noted recent improvements, including a 'missing link' into the Moreton Bay Cycleway, which opened in early 2026. The Representative also highlighted that remaining sections around the airport still need to be addressed. Further discussion was held regarding the introduction of new laws by the Queensland Government relating to e-scooters and similar vehicles, and the impact of these laws on the number of people using active transport infrastructure at Brisbane Airport. The Representative advised that the Airport Bicycle User Group (Airport BUG) is continuing to advocate for improved connections across the airport and end-of-trip facilities similar to those opened at other airports, such as Sydney.

Active Transport Update

AD provided an update on active transport projects at Brisbane Airport (see Appendix 1). AD advised that concept design is progressing for the Gateway Bikeway connecting Lomandra Drive to the International Terminal in FY27, as well as for additional bicycle parking facilities.

Airservices Australia Update

Marion Lawie (ML) advised that there was no substantial update to provide since the previous meeting and advised that tabled questions from the Community Representative for Bonner have been answered and will be shared post-meeting with the Representative.

In response to a query about perceived limits on complaints, ML advised that there is no limit on how many complaints an individual can make; however, there is a limit to the responses Airservices is able to provide. Airservices responds to requests or complaints with as much information as possible, but may advise a complainant that it can no longer respond if it has no further information to provide. ML advised that some complainants may be placed on a 'management plan' if the content of their complaints becomes abusive or the volume of complaints makes it untenable for a response to be provided to each complaint.

The Community Representative for Dickson raised concerns about management plans and whether incorrect information would be addressed if the complainant is on a management plan. ML advised that the information would be reviewed if requested and that staff would respond where further information is available.

Community Representatives General Business and Discussion

Community Representative for Lilley

- Advised no significant queries and shared that the electorate is always interested in major businesses or investments that may impact traffic, jobs or active transport to and from the airport.

Community Representative for Bonner

- Raised a query regarding the flight path heading south of the western runway (formerly the New Parallel Runway) and a lack of consultation. The Representative shared that, from a community point of view, the use of flight paths from the south of the western runway does not appear to be consistent. TB advised that, due to the intent for the western runway to be operated in compass mode, there are no connections to southern routes off the western runway when departing north or south, and that Brisbane Airport has engaged with Airservices about publishing formal flight paths. TB advised that the challenge is that, when departing south from the western runway, the path intersects with the eastern runway and creates a safety hazard. TB advised that the current standard allows Air Traffic Control to manage movements, ensure safety and apply movements only when the eastern runway is closed to prevent potential intersection with an active runway. TB confirmed that the matter is part of the work plan, but the Noise Action Plan for Brisbane and amendments to flight paths have taken priority. ML advised that information can be shared about segregated modes.
- Raised a query about the flight path that follows near the Gateway Motorway and why the path cannot align with the Gateway Motorway and move '500 m'. Donna Marshall (DM) advised that the flight path has not been moved and has remained the same since 2004, and that the only change has been the naming of waypoints; the charts have remained the same. DM advised that the flight path cannot align with the Gateway Motorway, as Brisbane Airport has a parallel runway operating system and safety requirements prevent the movement. The Representative shared concerns about the impact of the flight paths on schools. DM advised that further information can be shared regarding the decision-making associated with the request to move the flight path to align with the Gateway Motorway.

Community Representative for Ryan

- Raised a query about SODPROPS priority mode, DM advised the timing is 9pm – 6am on weekday nights, Friday from 9pm – 6am and then turns off from 8am – 10am, and 10am Saturday to 4pm Sunday. DM advised that the information is published on the Airservices website.
- Raised a query about the 'early turn' progress, DM advised that documentation regarding outcomes from Package 3 is being reviewed and will be shared in the following weeks. DM advised safety assessments are being completed for the 'early turn'.
- Questioned the progress of Package 4, DM advised that the package is an optimisation of the airspace, not a redesign of the airspace and expected to be shared later in 2026. DM advised that information will be shared with the community for consultation.
- Raised a query about the WACKO flight path and whether there had been any changes or adjustments to the alignment. DM advised that there had been no changes and shared that there was consultation on the path and whether a loop could be added, but no changes have been made. The Representative advised that community members were claiming that aircraft are varying significantly on overland departures. DM advised that variations can be due to a number of reasons, including pilot decision-making, weather and aircraft type. Brendan Mead (BM) advised that some aircraft may request deviations from the flight path if the aircraft is not suitable for the requirements, and that Air Traffic Control will grant deviations to ensure safety.
- Questioned whether the ANEFs included in the 2026 Master Plan would be changed because of Package 4 works. TB advised that Package 4 would include different operating modes and that the ANEFs were built on years of knowledge of how the airport operates, providing the most accurate prediction of what will happen in the future. TB noted that if there are fundamental changes, Brisbane Airport will review the ANEF and republish if necessary.

Community Representative for Dickson

- Queried whether the introduction of an 'early turn' would impact the Noise Abatement Procedure currently in place on the western runway. TB advised that the Noise Abatement Procedure would only need to be amended if both runways were open, but would not be required if the eastern runway was closed as the procedure allows for operations off the western runway when the eastern runway is not operational.

- The Representative referenced a comment about other international airports operating under more stringent noise abatement procedures and asked why Brisbane is treated differently. TB advised that decisions regarding airspace restrictions or management are federal government matters.

Chris Kang (CK), Community Representative

- The Representative provided an overview of recent engagement between the Pinkenba Community Association and Brisbane Airport, and shared that the updates have been well received. The Representative also shared that, due to restructuring by Australia Post, the Pinkenba post office would be closed, which is of concern to residents who cannot travel to another site. The Representative queried whether Brisbane Airport would be able to extend its bus loop to Pinkenba. PA advised this was unlikely, as the buses do not operate offsite, but noted she would seek clarification from the relevant team.

Community Representative for Griffith

- The Representative provided an introduction as a new member of BACACG and an overview of their role as Director of Community Affairs for the Brisbane 2032 team. The Representative queried whether Airservices undertakes general community engagement outside specific consultation sessions to reach community members. ML advised that the Airservices community engagement program is limited to specific events related to the Noise Action Plan for Brisbane or similar works. The Representative queried whether information about community engagement sessions would be shared with members. ML confirmed that session timing and information is shared through the BACACG secretariat.

Community Representative for Bowman

- The Representative provided an overview of airspace related to the Redland Bay region (see Appendices 1 and 2).

Close Meeting | Final comments from Chair

Meeting closed at 12:05pm.

Next meeting – 29th September 2026

Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
Airservices to provide information on segregated operating modes and details on the decision-making process associated with the flight path near the Gateway Motorway.	Airservices	Next Meeting	In Progress
Brisbane Airport to provide information regarding request for bus loop to be extended to Pinkenba.	BAC	Next Meeting	In Progress
The Community Representative for Lilley requested an update on active transport options and projects at Brisbane Airport.	BAC	Next Meeting	Completed

Appendix

Appendix 1



Brisbane Airport Community Aviation Consultation Group

30 June 2026

Acknowledgement of Country

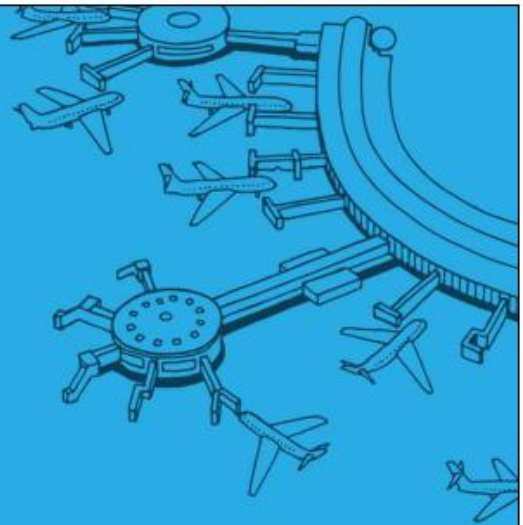
We acknowledge the traditional owners of the
Meanjin/Brisbane region and recognise their continuing
connection to lands and waters.

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



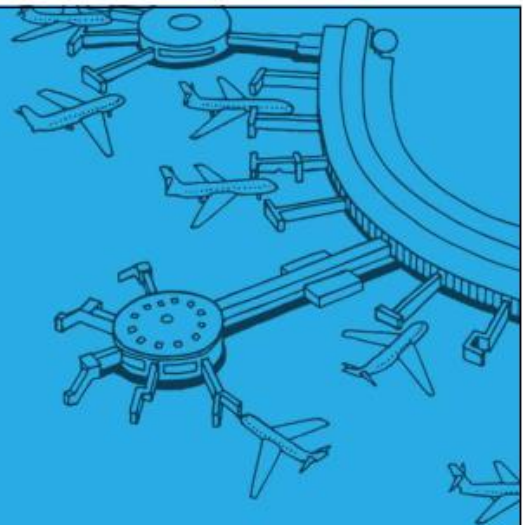
Chair update & welcome

Nigel Chamier AM



Secretary update

Portia Allison



BACACG

BACACG Inbox – Correspondence

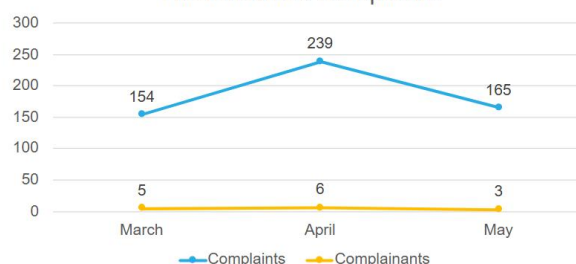
Action Items from Previous Meeting

The Community Representative for Lilley requested an update on active transport options and projects at Brisbane Airport.

BAC To be addressed during meeting.

- Contact from Senator Paul Scarr – shared with members
- Nomination for a new Community Representative for the Federal Seat of Moreton

Aircraft Noise Complaints



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Community Update | March - May

- Community Giving Fund grants awarded to **16 recipients** (\$125k program)
- Participated in and supported the Royal Flying Doctors Service (QLD) **Giving Day** at King George Square (raising **\$725k+**)
- International Women's Day event – **Women of BNE: Building Tomorrow's Airport** (supporting jobs in construction, project management and design)
- Exploring opportunities in accessibility with the Brisbane Airport Accessibility Working Group, including meeting with Paralympians on specific sport related access needs.
- Attended the Ipswich **Planes, Trains and Autos Event**
- 7 Bus Tours & Community Presentations
- Aviation Update:
 - China Eastern increased capacity to 7 flights per week as of 15th June 2026
 - Malaysia Airlines increasing capacity to 6 flights per week as of 16th August 2026, then increase to daily in October 2026
 - 250,000 passengers passed through Domestic Terminal during Magic Round (14th – 18th May).
 - Flights to Rarotonga (Cook Islands) commenced 19th May, operating 3 flights per week.

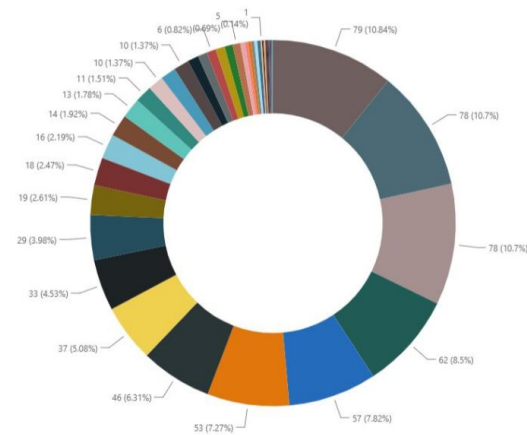


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Community Feedback: March - May

Submissions by issue

- Issue
- Screening - Process
- Parking
- Terminal Facilities - General
- Screening - Property
- Kerb-side Officer
- Airline related
- Shuttle Bus
- Facilities - Cleaning, maintenance
- Retail
- Screening - Personnel
- Pick-Up & Drop-off
- Queuing/Waiting Times
- Assistance
- Other
- Email marketing
- Slip, Fall or Injury
- Ambassadors
- Border Force Related
- Lost property
- Non-Passenger Screening Security - Process
- Customs Related
- Signage
- Taxi
- BAC
- Screening Related
- Health
- Employment Opportunities
- Feedback - Request for information



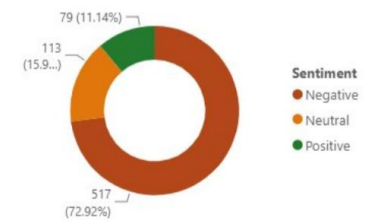
709

Number of submissions

708

Number of complainants

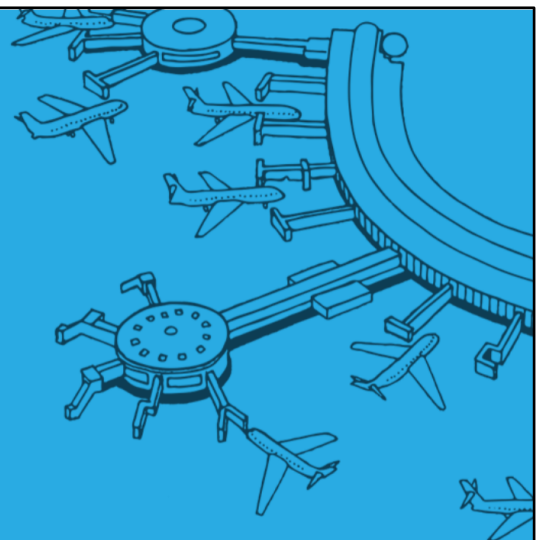
Sentiment of submissions



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Tailwind trial & runway works

Tim Boyle



Runway works Program

Western runway regrade

Up to 5 full weekend closures
(2000 Friday-0500 Monday)
Weather dependant
28 Aug -18 Oct 2026

Runway Grooving
4-6 nightly closures
(2200-0600) Weeknights
November



Eastern runway Upgrades

Night time closures
(2000-0600)
6 nights -Weather dependant
Starting 7 Sept 2026

Runway Grooving
4-6 nightly closures
(2200-0600) Weeknights
December

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Tailwind Trial Update

Results

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
March	12	39.5	93	19
April	13	55.9	145	20
May	12	49.6	81	14
June(to 26 th)	14	47.7	127	28

Introduction of arrivals is planned for mid-July



Brisbane Airport's 2026 Master Plan is approved

- On the 17th June the Australian Government approved the 2026 Master Plan.
- The 2026 Master Plan is Brisbane Airport's 20-year blueprint for growth.
- Follows a public consultation period in 2025.
- In July 2026 BAC will publish the document.
- Basis for any development assessment on airport and for protecting the airport operations off airport.

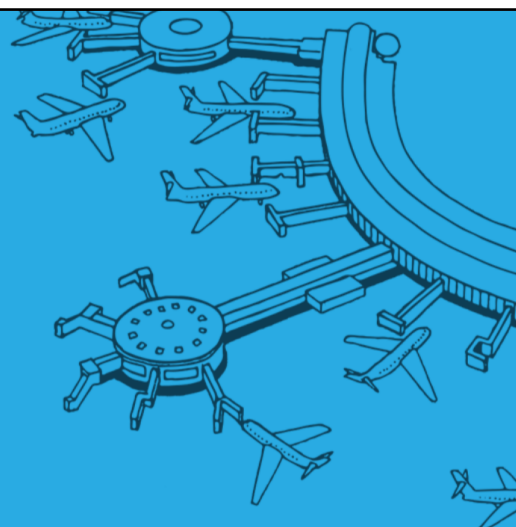
	2026	2032	2046
QLD Population	5.67 m	6.08 m	7.30 m
Brisbane Population	2.82 m	3.05 m	3.75 m
Passengers	25.7 m	34.8 m	52.3 m
Workers on Airport	25,000	30,000	50,500



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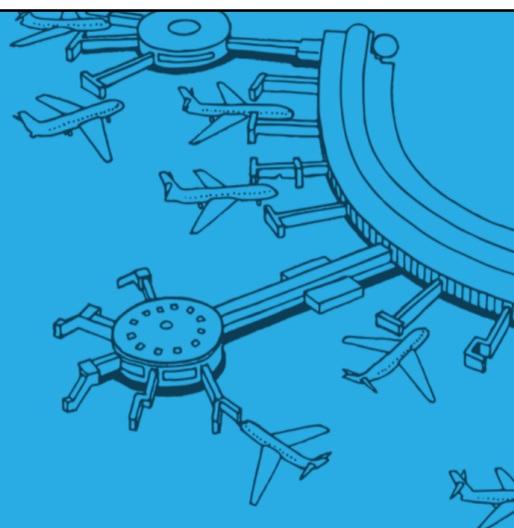
Tourism Representative

[Divider subtitle]

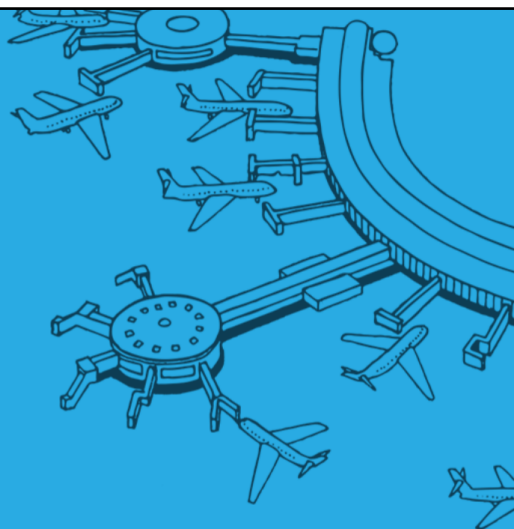




Small Business Representative

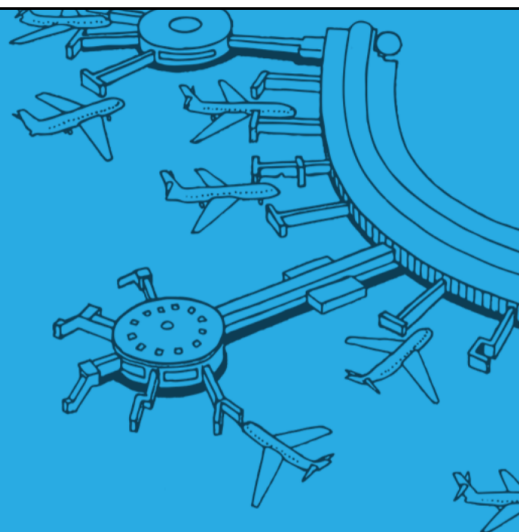


Active Transport Representative



Active transport update

Ashish Dhanjee



Viola Place Connection

The Viola Place to Schneider Road connection opened in January 2026.

Why This Matters

- Delivered by Brisbane City Council and jointly funded with the QLD Dept. Transport and Main Roads
- ~600m shared path from Viola Place to Schneider Road
- Improved safety for people who ride, walk and roll
- Improved connectivity to the south, e.g. Gateway Bridge



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DTB Bicycle Parking

A purpose-built active transport facility supporting bikes, e-bikes and e-scooters at the DTB.

Why This Matters

- Delivered as a part of the P2X project through MDP commitment
- Design informed by Airport BUG feedback and BNE worker demand for better facilities
- Improves the end-to-end experience across the terminal precinct
- Strengthens BNE as a connected and accessible Airport City
- A practical step toward improving precinct access



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Facilities Available

BNE Workers

- 42 secure spaces (bicycles, e-bikes & e-scooters)
- ASIC access – BAC Staff access is automatic!
- Lockers
- Changerooms

Passengers / Public

- 6 external racks
- Bicycle repair stand
- Open access (no approval required)



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What's next?

Detailed Design

- Design of the Terminal Connection Bikeway is underway, with construction to commence in FY27
- Design of additional paths surrounding the International Terminal has also commenced

Concept Design

- Concept design for the Gateway Bikeway (Lomandra Drive to International Terminal) will commence in early FY27.
- Concept design for a Bicycle Parking facility will also commence in FY27



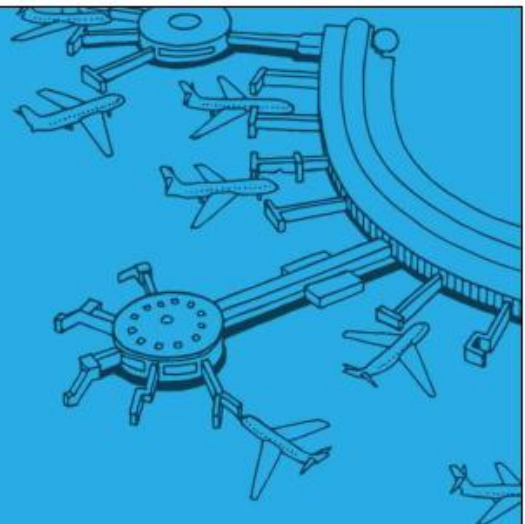
19

PA1



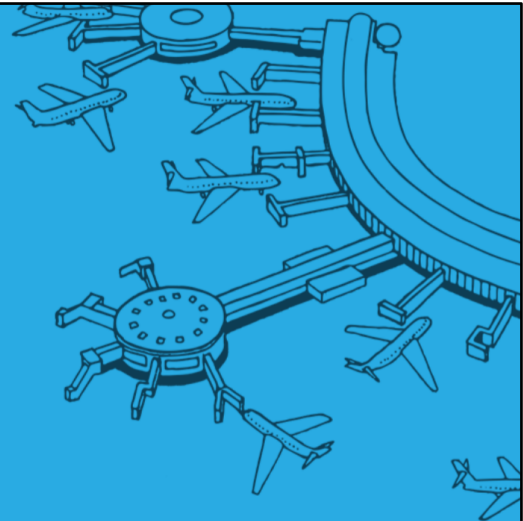
Airservices Australia

Donna Marshall & Andrea Lomax

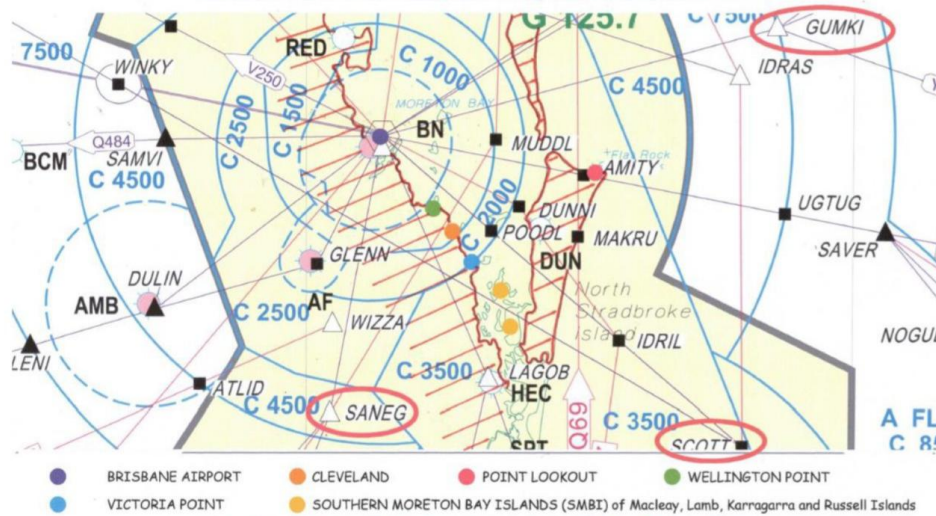


General business

Community Representatives



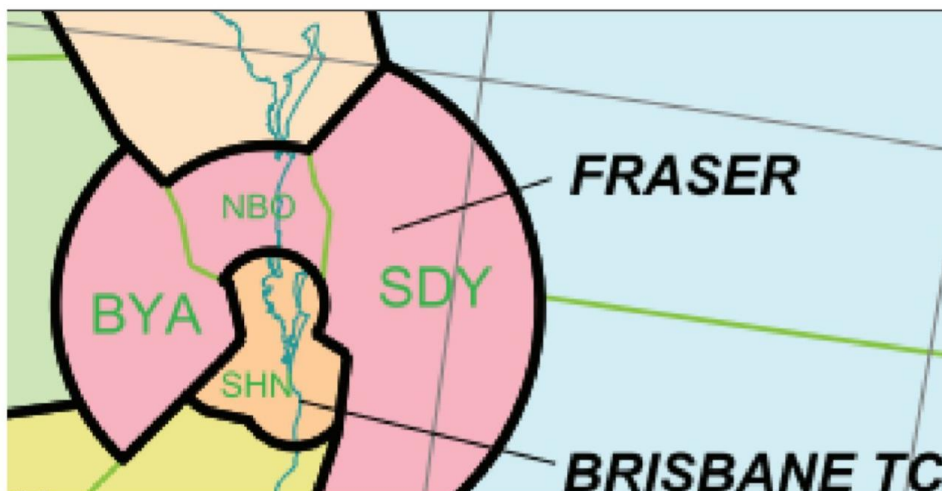
AIRSERVICES AUSTRALIA - NOVEMBER 2025 - AERONAUTICAL CHARTING
BRISBANE TCU - BRISBANE AIRPORT DEPARTURE CONTINGENCY CHART



MAINLAND, MORETON AND NORTH STRADBROKE ISLANDS - HATCHED IN RED

Airservices' Response Page 7

BRISBANE TCU AREA

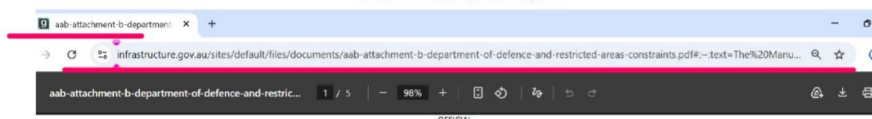


BROWN AREA INCLUSIVE OF MORETON AND NTH STRADBROKE ISLANDS. THE PROPOSED "OVER-THE-OCEAN" SOLUTION APPEARS WITHIN THE TCU AREA AND THE NEED TO EXTEND TO THE ADJOINING AREA APPEARS UNLIKELY

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Airservices' Response Page 8



Department of Defence and Restricted Areas

Defence procedures

Defence:

- can operate up to the boundaries of Restricted Areas at any time
- may operate in 'dark mode', ie we cannot tell if they are there or not
- has their own operational separation rules and authorisations
- has training operations during business hours but "own" the airspace and can be active 24/7
- can 'activate' with minimum 30 minutes notice to us
- has no obligation to provide us with background information for actions and activity



NOTE: DIAGRAMS SUPPLIED BY AIRSERVICES APPEAR TO BE THOSE AVAILABLE ON THE DEPARTMENT OF INFRASTRUCTURE'S WEBSITE

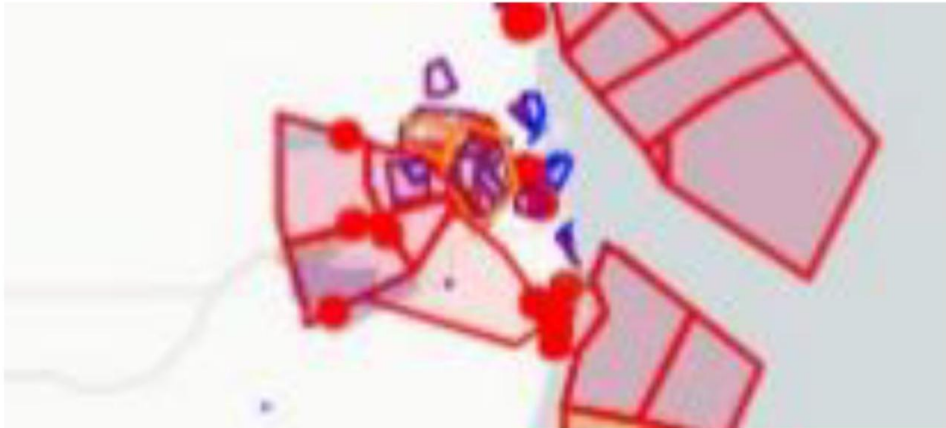
- REFER ALSO TO PAGES 9, 10 and 13

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Airservices' Response Page 8

DEPARTMENT OF DEFENCE RESTRICTED AREAS



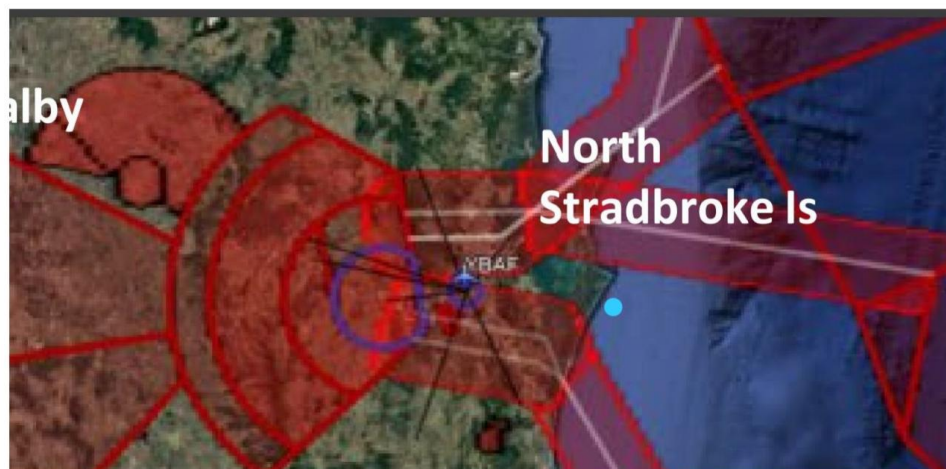
THE AREA UNDER DISCUSSION IS IN THE IMMEDIATE BRISBANE AIRPORT VICINITY
THE ABOVE APPEARS TO COVER A DISTANCE OF APPROXIMATELY 500 KMS AND THE "BLOCKED" AREAS
APPEAR ON OTHER DIAGRAMS - AN ENLARGEMENT OF THE AREA WOULD BE MORE SUITABLE

- REFER ALSO TO PAGES 8, 9 and 13

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• Aircservices' Response Pages 9 and 13

DEFENCE RESTRICTION ZONES AND ACCESS PATHS



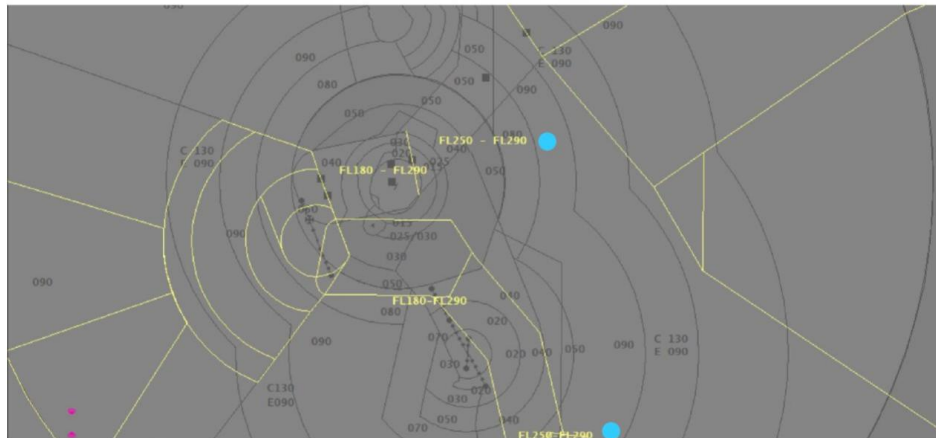
LOCATION OF NORTH STRADBROKE ISLAND IS BETWEEN THE HIGH LEVEL ACCESS PATHS
IT IS UNLIKELY THE HIGH LEVEL ACCESS PATHS WILL CONFLICT WITH THE "OVER-THE-OCEAN" SOLUTION

- REFER ALSO TO PAGES 8, 9, 10 and 13

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Airservices' Response Page 10

DEFENCE RESTRICTION ZONES



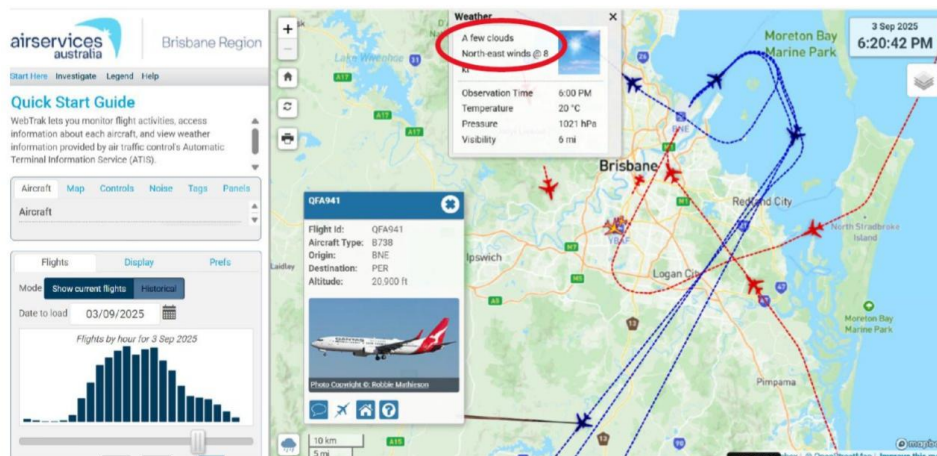
HEIGHTS OF 25 000 FT TO 29 000 FT APPEAR BETWEEN THE RESTRICTION ZONES
IT IS HIGHLY UNLIKELY DEPARTURES FOR SOUTHERN DESTINATIONS WHEN WIND FROM NORTH
WILL REACH THOSE HEIGHTS UNTIL WELL OVER THE MAINLAND
CONFLICT WITH "OVER-THE-OCEAN" SOLUTION IS THEREFORE UNLIKELY

- REFER ALSO TO PAGES 8, 9 and 13

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EXAMPLES OF TRACK SHORTENING

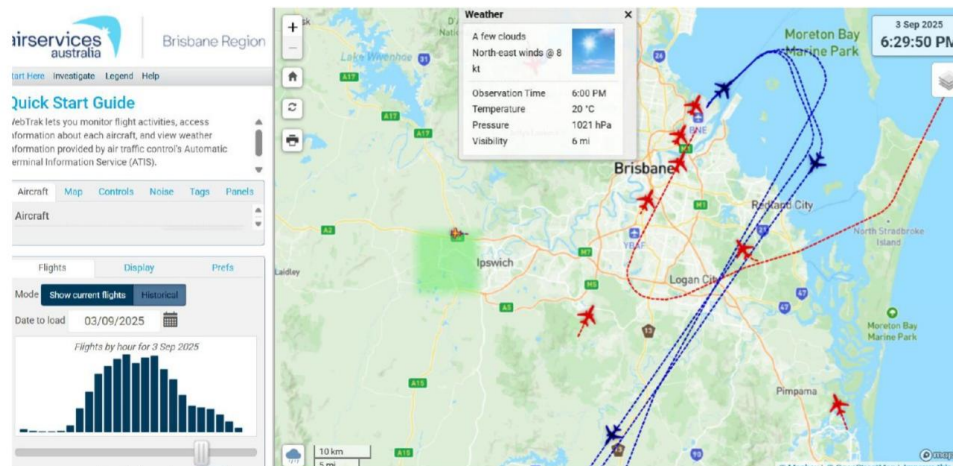
NORTH EAST WINDS 8 KTS FEW CLOUDS



Page 1 of 3

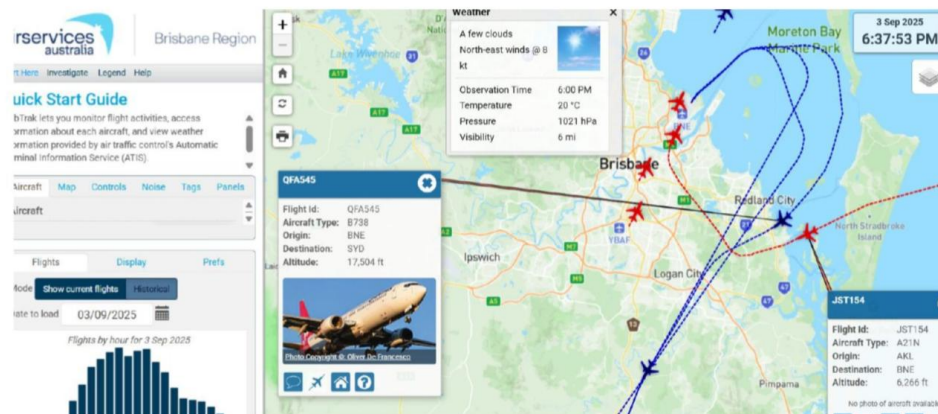
EXAMPLES OF TRACK SHORTENING

NORTH EAST WINDS 8 KTS FEW CLOUDS



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QF545 (B738) ON TRACK - CAPABLE OF REACHING 17,500 FT OVER MAINLAND



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Appendix 2

BACACG MEETING - 30 JUNE 2026

Hello everyone

Agenda Items include SODPROPS and the transitioning of the Aircraft Noise Ombudsperson to Department of Infrastructure.

Time allows only basic comments and copies of screen shots are available.

SODPROPS

With SODPROPS - Stats of 2.6% for 2025 and 1.27% to date for 2026 were recorded.

The "80/20 Rule" comes to mind - that is - efficient production is NOT achieved if 80% of the time is spend trying to fix less than 20% of the problems !

Basic facts are:

- Content in NAP Recommendation 2.3 and Minister's advice stipulates SODPROPS "does not increase impacts on bayside communities"
- SODPROPS is on the exact same flight path over Redlands as for standard Parallel mode, and
- It is UNDENIABLE that Redlands is adversely affected

There are no concerns if SODPROPS was capable of being operated 24/7 - as long as the flight path is

"OVER-THE-OCEAN".

The Aircraft Noise Ombudsperson

Linking the Aircraft Noise Ombudsperson with the Aviation Consumer Protection Bills is inadequate and is addressed further on Page 3.

Waypoints

For over a year details of the new waypoint to be positioned 700m further to the East of Point Lookout have been requested. The aim was to direct flight paths away from Point Lookout - particularly on the way to SCOTT. Despite Airservices making note of this at the last meeting the request remains unanswered.

Information from Prior Meetings

Increased fares and aircraft speeds have been raised and lack of response indicates acceptance.

Comments on Airservices' Response

Information supplied by Airservices at the last meeting, on the surface, appears to address claims. Detailed review raises more questions.

Continued lack of acceptance of Airservices' reasons for outright rejection of the "OVER-THE-OCEAN" Solution may appear unjustified.

THAT IS DEFINITELY NOT THE CASE.

What is not disputed is the content presented by Airservices.

In view of the content of the presented documentation, what is disputed is continued refusal by Airservices to demonstrate a genuine and concerted effort to ultimately implement the "OVER-THE-OCEAN" Solution.

An overview of the content presented and included in the Minutes reveals - illegible diagrams - lack of land definition and scale - unnecessary areas - unrelated flight paths - and generalisations.

**"OVER-THE-OCEAN" flight paths service Southern destinations in standard Parallel mode
with Wind from the North - plus SODPROPS mode - that is - an area being
within a few kilometres immediately to the East of Nth Stradbroke Island**

Screen Shots

Observations on Airservices' individual pages are :

- Pages 6 and 7 quote the sayings "highways in the sky" and "a car trying to join a motorway" - refer Track Shortening hereunder
- Page 9 mentions horizontal separation between civil flight paths and restricted areas. There is no indication of vertical separation. It is assumed the standard for 1,000 ft up to 29,000 ft applies
- Pages 11, 12 and 14 are generalisations and all relate to the broader network - not the area under discussion

Diagram 1

The Departure Contingency Chart shows locations of the mainland, Moreton and Nth Stradbroke Islands hatched in RED - SANEG, SCOTT and GUMKI Waypoints - Brisbane Airport, Wellington Point, Cleveland, Victoria Point, Point Lookout and the Southern Moreton Bay Islands.

Diagram 2

The Brisbane Terminal Control Unit (TCU) area is shown in BROWN with Moreton and Nth Stradbroke Islands clearly visible within that area.

Diagram 3

Diagrams and explanations presented by Airservices and displaying the Airservices Logo are readily available on the Department of Infrastructure's website - underlined in RED.

Diagram 4

This is an enlargement of the restriction zones shown on the previous diagram and covers a distance of about 500 kms.

Although illegible - it shows the overall shape of the restricted areas outlined on other diagrams presented by Airservices.

Diagram 5

This enlargement shows the restriction zones and access paths.

Apologies - the BLUE DOT in the caption is out of alignment.

As current flight paths into and out of Brisbane Airport traverse the area below the access paths it is impossible to claim these access paths interfere with operations.

Diagram 6

The height of the access paths is shown as between 25,000 and 29,000 ft. As with the previous diagrams - conflict is highly unlikely as existing current flight paths - whether in standard Parallel or SODPROPS mode - readily traverse the area under the access paths.

Continued Dissatisfaction

It is reasonable to accept the residents' continued dissatisfaction with Airservices' failure to demonstrate genuine and concerted efforts to bring about the implementation of the "OVER-THE-OCEAN" Solution - particularly as it has the potential to benefit many residents throughout Brisbane.

Track Shortening

Track shortening occurs more often than should be expected.

Track shortening can occur in both standard Parallel and SODPROPS modes - as the flight path in the Redlands is exactly the same for both modes of operation.

Track shortening means the Redlands is further impacted by additional unnecessary aircraft noise as a shorter flight path lowers the height over the mainland - adding to the impact from SODPROPS mode.

Airservices stated new operational instructions were issued to Air Traffic Control to keep aircraft on the SID until 20,000 ft to reduce noise impact.

This definitely does not occur in the Redlands.

Air Traffic Control is no longer to provide non-SID departure options unless "required" by the pilot of the aircraft in question - due to safety or performance difficulties.

The number of track shortenings that can occur in a short time frame makes it difficult to accept all were "required" by the pilot for either safety or performance difficulties.

For the Redlands, the heights increased to 15,000 ft in the daytime and 14,500 ft at night. The last diagram shows a B738, QFA545 to Sydney, at the height of 17,504 ft crossing the mainland on the 28 November 2024 Flight Path without any difficulties which raises the question as to why the height cannot be increased to at least 16,500 ft without conflict.

Terms like "highways in the sky" and "joining motorways" do not apply to track shortening which - sorry to say - could be described as "tracks in a paddock".

28 November 2024 Flight Path - Standard Parallel and SODPROPS Modes

Airservices stated changes will mean 300,000 to 500,000 less people will be overflown and that increasing the SODPROPS window will benefit the broader Redland region by keeping more departures over the bay.

SODPORPS in no way benefits the Redlands.

The following should be noted :

- Ambient noise levels in different areas of the Brisbane Basin vary.
The ambient noise in the inner-city areas and subsequent resident reaction to aircraft noise cannot be compared to the Redlands - particularly Nth Stradbroke Island.
- Lowering the arrival flight path over Nth Stradbroke Island from 13,000 ft to 11,000 ft may seem insignificant and unlikely to be noticeable in some areas but does not compare to the impact at Amity Point or Point Lookout.
- Areas of scenic and cultural significance and National Parks have been addressed in recommendations. Again, this aspect has not been recognised, particularly for Nth Stradbroke Island.
- Many people from other areas visit bayside locations on weekends and public holidays for respite and do not wish to be impacted by aircraft noise.

Aircraft Noise Ombudsperson

Including transitioning of the organisation in the Aviation Consumer Protection Bills appears a poor attempt to comply with recommendations for an independent Aircraft Noise Ombudsperson (ANO).

The Aviation Consumer Protection Bills contain sections on the appointment of independent organisations for - implementation of a Charter - the establishment of a Regulator, the Aviation Consumer Protection Authority (ACPA) - and establishment of the Aviation Consumer Ombudsperson (ACO) within the Department of Infrastructure.

There are no such appointments dealing with Aircraft Noise or for addressing the appointment of an independent organisation to replace NCIS.

In no way belittling or disrespecting the travelling public - it is reasonable to assume - the impact from delayed flights, misplaced baggage, fare concerns and the like - may be stressful but they are usually short-term.

Aircraft Noise is an ongoing lifestyle intrusion and ultimate health risk.

The main Bill contained about 80 pages and only a small section dealt with the appointment of the independent Aircraft Noise Ombudsperson.

That entire section merely states - "MAY DO" - "MAY REFER" - "MAY CONDUCT" - "MAY INITIATE" - and then surprisingly - "IS NOT REQUIRED TO" - all of which amount to a valid excuse to do "ABSOLUTELY NOTHING".

It is fair to assume this clearly demonstrates to "the public" that the Minister has absolutely no concern for the impact and mitigation of aircraft noise.

THAT IS FAR FROM ACCEPTABLE.

Comment: The BNE Wetland Honey was opened in the presence of others and
all agreed it was an outstanding success !

Thank you

Karilyn Beiers, Community Representative for BOWMAN

Appendix 3

Bonner community questions for BACACG 30 June 2026

1. *Has there been any engagement between Airservices, CASA and Brisbane Airport Corporation [BAC] aimed at reducing noise over the communities of the Bonner electorate?*

Airservices Response: The Noise Action Plan for Brisbane aims to reduce the impact of aircraft noise on Brisbane communities. BAC is supporting Airservices in delivering this program. We also engage with CASA when there are potential regulatory impacts.

BAC Response: There is ongoing engagement between ASA, BAC and CASA as part of the NAP4B. The introduction of the tailwind trial is an example of this, and the current engagement on expanding the trial to include arrivals. This engagement is aimed at reducing the impact of aircraft noise across Brisbane, including Bonner.

2. *Have Airservices, BAC or CASA identified or implemented any further options [in addition to SODPROPS] that reduce noise over communities of the Bonner electorate?*

Airservices Response: Extensive measures to reduce the impact of aircraft noise on communities have been identified – this is the basis of the Noise Action Plan for Brisbane. Many of these have been implemented; for example, amendments to departures over water from the legacy (eastern) runway were introduced in November 2024, reducing the number of flights over some Bonner suburbs and increasing the altitudes of other flights. Please go to engage.airservicesaustralia.com/nap4b for more information and to subscribe for updates.

We cannot speak for the Civil Aviation Safety Authority (CASA) but note that their role is to regulate aviation safety.

BAC Response: The intent is to complete the actions contained in the NAP4B before considering any other actions.

3. *The community notes SODPROPS is the priority operating mode at Brisbane Airport, during certain hours where the operational requirements are met – however, this mode has realised little if any reduction in noise over communities.*

Airservices Response: We have implemented a number of measures from the Noise Action Plan for Brisbane to increase our ability to conduct Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) – the mode where both arrivals and departures occur over water at the same time. We acknowledge that SODPROPS is a low-capacity mode with weather conditions that constrain use of the mode. As reported in the [SODPROPS Plan – 2026 Update](#) (1.93MB PDF), SODPROPS could not be used for 78% of priority hours due to unsuitable weather conditions. Even so, as a result of the actions implemented to date, we almost doubled use of the mode from 2024 (2926 SODPROPS flights) to 2025 (5683 SODPROPS flights). Every SODPROPS flight is one that goes over hundreds of thousands fewer residents, so this increased use of the mode is reducing aircraft noise over communities.

4. *What is the status of the trial of continuous descent operations being trialled at Brisbane Airport? Has there been any progress on the implementation of continuous climb operations at Brisbane Airport? What are the likely benefits, for the communities of the Bonner electorate, of continuous descent and continuous climb operations?*

Airservices Response: The trials are for operations that largely occur in enroute airspace and don't impact community experience of aircraft noise due to the high altitude of flights (generally over 18,000ft).

5. *Given the well-publicised issues around noise impact on communities from 'overnight' flights, has ASA or BAC developed and/or implemented any operational procedures aimed at reducing 'overnight' noise over communities? Specifically, the community would like to understand progress against the following points that BAC made in its submission dated 05 April 2024:*
 - Consider the introduction of voluntary overnight noise quotas and transparent reporting
 - Introduce annual noise forecasting and noise modelling with transparent reporting systems;
 - Investigate the introduction of noise incentives into commercial aeronautical agreements with airlines to promote the use of newer, more noise-efficient aircraft.

Airservices Response: Airservices' actions aimed at reducing night-time aircraft noise over communities are as per Package 2 of the Noise Action Plan for Brisbane, specifically Recommendation 2.4 – Reduce the impact of overnight operations on communities. The points noted above are outside Airservices' legislated remit.

BAC Response:

- BAC has commissioned the Casper noise monitoring and reporting system to provide greater transparency. In FY27 this system will be enhanced with additional reporting functionality.
- In January 2026, BAC introduced a non-addition rule into the airport demand management scheme, for non-chapter 14 aircraft operating during sensitive hours. The Brisbane Airport slot coordinator will automatically reject any new slot requests between midnight and 4am, unless they meet the Chapter 14 standard.
- Annual noise forecasting is still a goal, but with the potential of flight path changes in FY27 it is not currently feasible. BAC has developed annual noise contours for 2025 and presented these to the AAB in June this year. The AAB has asked for further refinements to the reporting before they are published.
- A pricing framework that includes noise certification pricing is currently being explored with airlines as part of commercial negotiations.

6. *Does the current Draft Brisbane Airport Master Plan provide the community and the Minister for Transport with clear projections of noise relative to the projected airport capacity across the full timeline of the draft plan?*

Not applicable to Airservices.

BAC Response: Yes - the Master Plan noise forecasts are based on the ultimate capacity of the airport, which is projected to occur after the period of the Master Plan.

7. *The community would like an update on Airservices' progress in developing weighted decision-making criteria which will enable assessment of matters such as altitude-based design priorities to be completed using its established Flight Path Design Principles – as it applies to Brisbane Airport operations. How will the weighted decision-making criteria impact current and future flight path decisions for the communities of the Bonner electorate.*

Airservices Response: We're not yet in a position to share this work with the community. It is unlikely to be implemented in time to impact current decision making. Impact of the tool on future decision making depends on what the decision making criteria are and the nature of the flight paths under consideration at that time.

8. *Have the NAP4B Package 3 flight path proposed changes been referred to the independent Aircraft Noise Ombudsman by Airservices?*

Airservices Response: No, that is outside the Aircraft Noise Ombudsman (ANO)'s Charter; the current charter can be downloaded from <https://ano.gov.au/about-us/>

9. *How will the community consultation processes for the proposed changes (NAP4B Package 3) be impacted or changed because of the work Airservices has undertaken to improve its community engagement framework?*

Airservices Response: They won't. The Communications Approach for Noise Action Plan for Brisbane, which was finalised in consultation with the community in 2023, was based on the core principles underpinning the Community Engagement Standard which was in draft at that time.

10. *Have there been any improvements to the way Airservices provide high-quality information to the public, including through the existing websites as well as enhancements to community feedback mechanisms?*

Airservices Response: Yes, and we are currently working on improvements to our public facing information tools.

11. *The community representative for Bonner has been advised by members of the community that there are ongoing difficulties with lodging noise complaints via the Airservices web-based portal*

(<https://complaint-au.emsbk.com/asa5>). What improvements have been implemented, or are planned, to resolve these end-user issues faced by Brisbane-based users?

Airservices Response: We can't answer this without knowing what the problems are; we've received no feedback from residents that they are having difficulties lodging complaints on WebTrak. We strongly encourage community members to report any such difficulties to us at communityengagement@airservicesaustralia.com