



BACACG MINUTES

Location:	Brisbane Airport Corporation HQ
Date:	Tuesday 24 November 2020
Chair:	Major General Peter Arnison (Retd)

MINUTES

Attendees

Major General Peter Arnison (Chair)
Professor Jim Nyland (Community Representative)
Professor Laurie Buys (Community Representative)
Mr Daryl Wilson (Community Representative)
Mr Graeme Hill (Community Representative)
Mr Geoff Trappett OAM (Community Representative)
Milan Pavasovic (Community Representative)
Mr Chris Kang (Community Representative)
Mr Andy Bauer (Virgin Australia)
Mr Shane Spargo (DSDMIP)
Mr Cassandra Sun (BCC)
Ms Eleanor Dunn (DITRDC)
Mr Gary Scott (Airservices Australia)
Ms Fiona Lawnton (Airservices Australia)
Ms Jessica Shannon (BAC)
Ms Rachel Crowley (BAC)
Mr Cory Heathwood (BAC)
Mr Michael Jarvis (BAC)
Mr Neil Hall (BAC)

Guests and Observers

Ms Gaynor Sipolis (BAC)
Ms Hayley Schorn (BAC)
Ms Sarah Anderson (Office of Terri Butler)
Jennifer Grimwade (Office of the ANO)
Lara Baker (Office of the ANO)
Mr Ben O'Donnell (Community Member)
Mr David Diamond (Community Member)
Mr Peter Evans (Community Member)
Mr Peter Druitti (Community Member)
Mr Chris Aitkin (Community Member)

Make meetings matter at BAC

1. Do you need to meet?
2. Agenda. Purpose. First. Always.
3. Keep them small
4. Keep it short
5. Try a stand up
6. Switch off & tune in
7. Speak up

Mr Jack King (Community Member)

Mr Nigel Chamier AM

Apologies

Mr Stephen Ware (Community Representative)

Mr Brendan Mead (Qantas)

Capt. Al Crawford (Qantas)

10.00 am

Welcome, Acknowledgement of Country and Confirmation of previous minutes

- In keeping with the spirit of reconciliation, I respectfully acknowledge the Turrbal people, the Traditional Owners of the land on which we are meeting today and pay respect to their Elders past, present and emerging.
- No question or concerns regarding last month's minutes.

10.05 am

Actions arising from previous minutes -none

10.10am

Regular reporting updates

Community and Industry Reports

Brisbane Airport Community Activities

Community tours and presentation program has been reactivated. Bookings are starting to be made for 2021.

BACACG Website and Community Correspondence

- Request from Ben O'Donnell, Chris Aitkin to present today which was approved and is on the agenda
- AirportBUG and Ped group wrote to BACACG concerned regarding recent airport developments, landscaping and facilities for Active Transport. Chair has asked for BAC to respond on behalf of BACACG - *ACTION*

10.20am

Brisbane Airport Operational Update

Jessica Shannon: Passenger update, aircraft complaints - *refer to presentation.*

Neil Hall: Community issues in focus, including 5knot tailwinds and intersection departures – *refer to presentation*

Graham Hill – Requested an update on information regarding turbo props being in the flight paths tool and an estimate of future turbo prop operations *JS TO PROVIDE ACTION*

Darryl Wilson: *Question* “is the 5 knots consent across all airports” – Neil Hall “Generally its 5 knots on a dry runway”

Jessica Shannon – Explained the role of BAC, and that of other parties in terms of airspace management. BAC's role is to ensure correct procedures are followed. BAC is always looking for new ways to provide the best noise outcomes for the community. BAC is here to answer community members questions and provide easy to understand information. BAC also facilitates enquiries to Airservices Australia, elected reps and the ANO - *refer to Presentation.*

Jessica Shannon- Welcome back Video.

10.50am

Community presentation – Playground at the Domestic Terminal.

Jack King:

- Very impressed how the airport is interacting with the community.
- Believes more needs to be done to assist families, particularly ladies with children who are travelling through the airport.
- Believes a free play area would take the stress out of traveling with children.
- Gave an idea of a quote for a 10 m x 10 m play area (similar to McDonalds) cost \$50,000-\$100000. Would like to understand why with BAC terminals budget for the redevelopment, this cannot be included.
- Also expressed his concern with the size of the ladies' bathrooms they need to be larger.

Rachel Crowley: “don't think you will find a person in the room who would disagree with you”

Space is an issue within the terminal, and we would need to replicate the play area three times to ensure passengers from all airlines had easy access. Happy to take as an action to discuss with the commercial and terminal teams.

Chair: Asked Rachel Crowley to action and provide information at the next meeting

ACTION

11.10 am

Airservices Australia update

General activities. Website, Community engagement, NCIS complaints. *Refer to the Presentation.*

11.20 am

Community presentations – Aircraft noise**Ben O Donnell / David Diamond Presentation**

Refer to presentation

Residents from Hawthorne/Balmoral/Bulimba area requesting response to their questions regarding:

- Identification of causes for the significant variance to the EIS noise impact assessment
- A corrected noise impact assessment of the final airspace design, including terrain elevation
- Assessment of operational procedure changes
- Assessment of alternate airspace designs
- Formation of a working group to further explore these issues

Chris Aitken Presentation

Refer to Presentation

Hamilton resident

- Personal account of aircraft noise over Hamilton,
- Discussed the impacts of financial strain, effect on lifestyle, never been given the opportunity to understand the true effect during consultation
- Current operating principles prioritise airline and airport efficiency over community impact

- Given the stated position of Airservices Australia regarding the existing flightpaths our intent is to have much needed legislation to this effect introduced into the Australian Parliament

Peter Evans and Peter Druitti Presentation

Hawthorne residents

Peter Druitti:

- Shared a very personal account of how the new flight paths have impacted his family's quality of life
- Requests BAC to listen to community feedback and find a better way than flying over densely populated suburbs

Peter Evans:

- Advised the numbers are growing on the petition with local community so angry about the flight paths.
- Concerns and frustration with EIS being outdated and presenting inaccurate information
- The lack of "consultation" with the community, misleading information on the flight path tool
- The "unnecessary" use of the new runway during COVID.
- This is not a NIMBY complaint, realises zero flights is not realistic but requests the following principles be followed:
 - Every single flight that can avoid low flying over suburbs should do so
 - The 5knot tailwind limit must be changed
 - If the circumstances make it unavoidable that suburbs are flown over, do everything in your power to affect the fewest residents possible. The new flightpaths affect some of the most densely populated inner city suburbs in Brisbane
 - Internationally airports go to great length to minimize disruption. While BAC and ASA say this has been done, the current settings say otherwise
 - SODPROPS should be the number 1 priority for all hours up to 10knot if wind
- Believes BAC have let the residents of Brisbane down with current actions. BAC needs to accept a level of culpability and commit to resolving this. BAC should join with the community in fight to establish a fairer, more sensible set of the flight paths.

Discussion

ASA :Acknowledged the presentations from the guests and as sign of respect wanted a chance to respond in writing.

Chair:

- Thanked the guests for coming
- Wanted to make sure we identify the issues, work through the question and concerns raised, and come back through Jess.
- The Chair requested BAC and ASA recommend next steps in relation to the community presentations as indicated in the table below
- Actions and outcomes to be recorded in minutes and then updated at next meeting

12.10pm

General Business and meeting close

Chair:

- Welcomed Ben O'Donnell as the new Griffith representative and farewelled Graham Hill
- Announced this would be his last BACACG Meeting. Thanked everyone for friendship and companion ship over the past 10-11 years. "Very lucky Nigel will be taking over".

Rachel Crowley

- On behalf of BAC thanked Major General Peter Arnison, "A huge thank you, you have steered the BACACG 'ship' superbly, you will be missed, Thank you for your contribution over the past 10 years."

2021 Meeting dates

- Tuesday 2 March 2021
- Tuesday 1 June 2021
- Tuesday 7 September 2021
- Tuesday 30 November 2021

12.15pm

Meeting close

BACACG ACTIONS FROM COMMUNITY PRESENTATIONS

TASK/ACTION	RESPONSIBLE PARTY	DUE DATE
Review Jet number estimations and noise modelling and provide clarification on these numbers	BAC	End of December
Provide forecasted turboprop movements for the next six months and return to normal	BAC	End of December
10 knot tail wind project time-line for proposed submission to CASA	BAC	End of December
Investigation into height compliance over suburbs since runway opening, also identifying intersection departures	ASA (With BAC Assistance)	Mid of January (height compliance) Middle of February (Intersection departures)
Technical Airspace Design Workshop and Provide pre read material	BAC (With ASA Assistance)	End of January

BRISBANE AIRPORT UPDATE

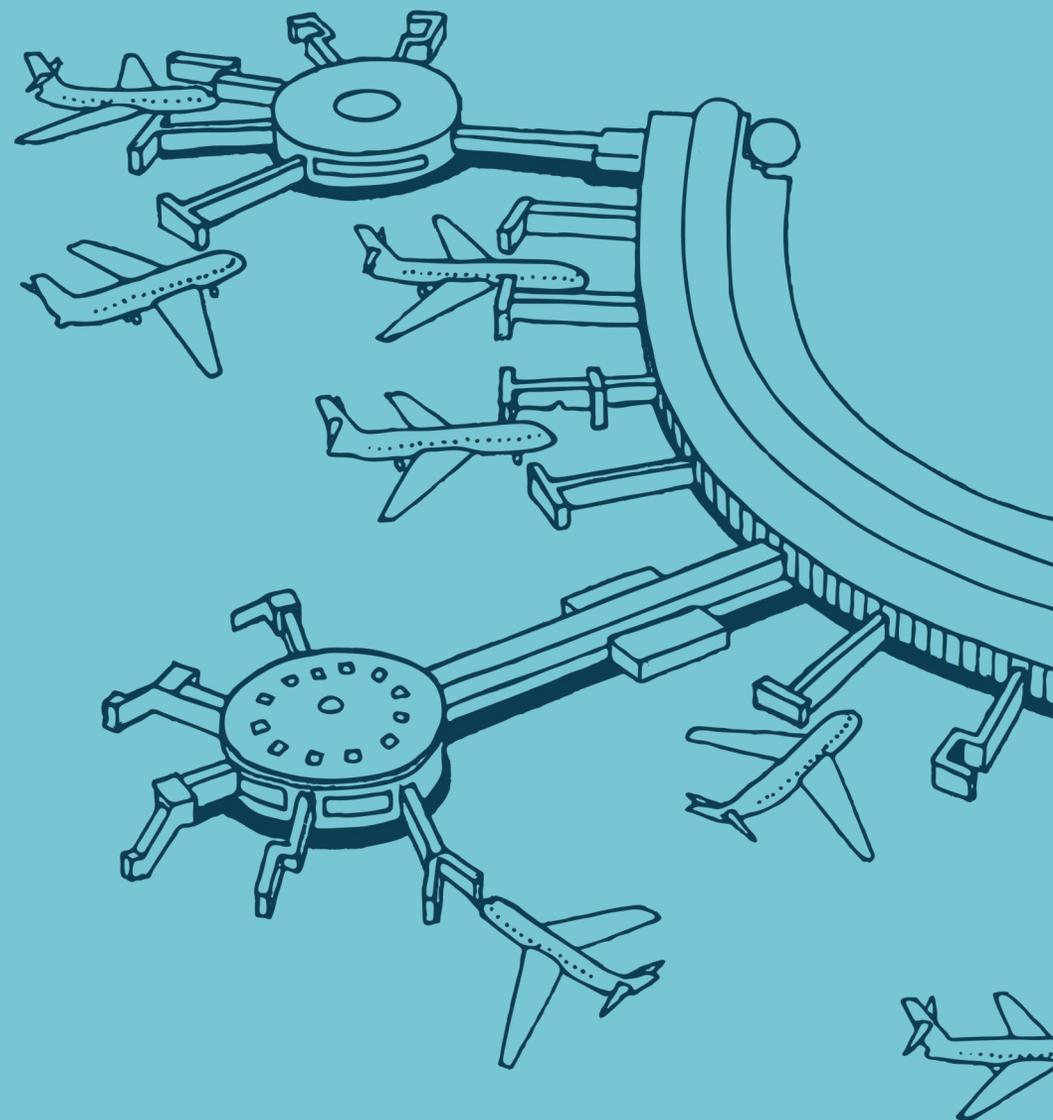


Connect the world. Create the future

November 2020



AIRCRAFT NOISE SUBMISSIONS + COMMUNITY ACTIVITY



COMMUNITY SUBMISSIONS

1,485

Number of submissions

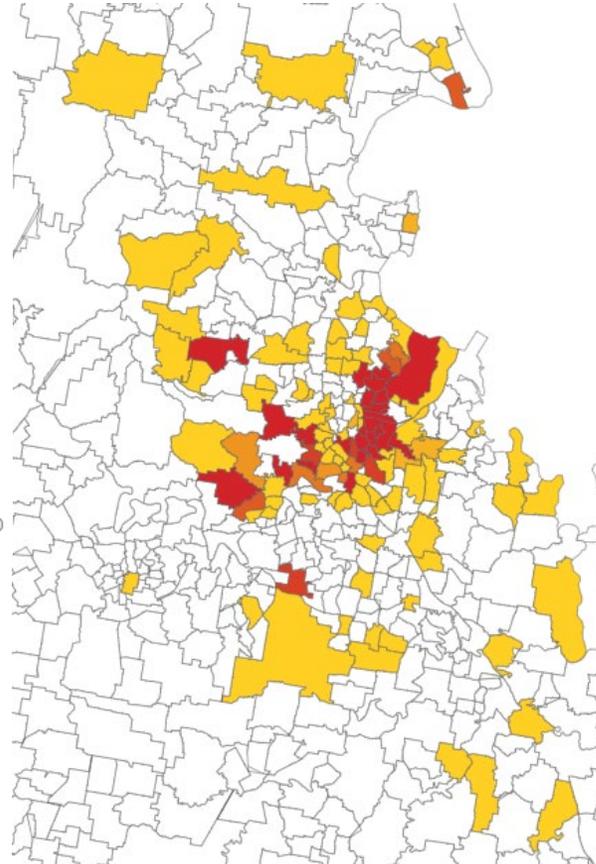
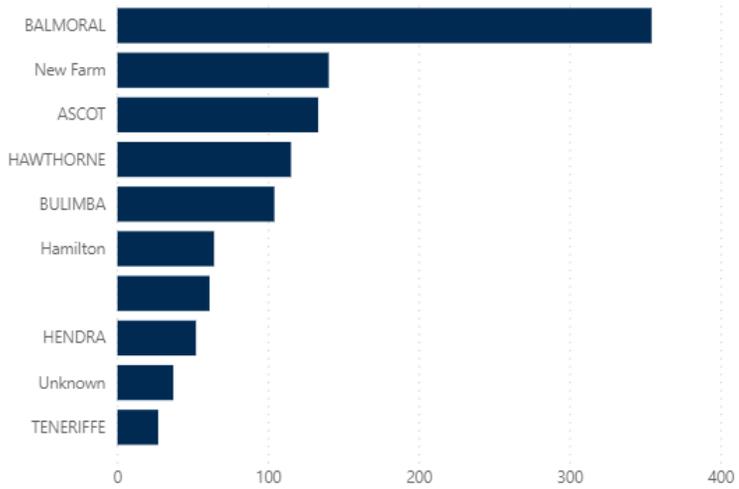
919

Number of complainants

1.62

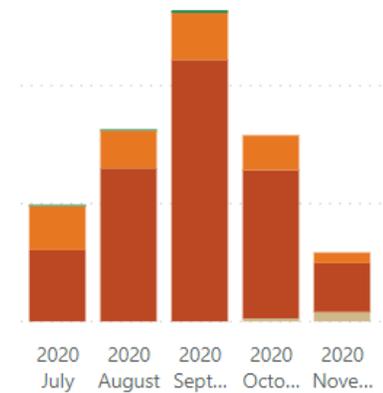
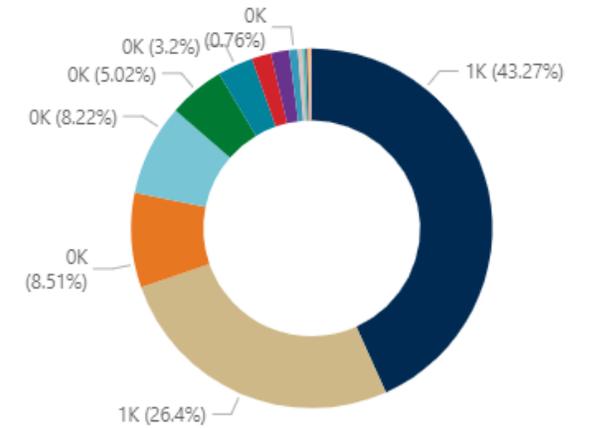
Average submissions per complainant

Top 10 suburbs by submissions



Submissions by issue

- Flight Paths / Aircraft Noi...
- Frequency of aircraft
- Community Engagement
- Over night operations
- Feedback - Request for in...
- Turbo Props
- Property Prices
- Health
- Curfew
- Environment
- New Flights / Destination



COMMUNITY ACTIVITY SINCE OPENING

MOBILE INFORMATION CENTRE



Flight Path Tool

More than **19,682 unique visitors** since opening and **176,147 unique visitors** since November 2018

GOVERNMENT ENGAGEMENT SINCE OPENING

WHOM	TOPIC
2 x Meetings with Deputy Prime Minister Office	Community correspondence
2 x Meetings with Anika Wells Electorate Office	Noise complaints and turbo prop operations
2 x Meetings with Terri Butler Electorate Office	Noise complaints, operation of the new runway, alternative design suggestions
2 x Meetings with Trevor Evans MP	Noise complaints, operation of the new runway, turbo props and 5 knots
Meeting with Tim Nicholls MP	Noise complaints, operation of the new runway, turbo props and 5 knots
Meeting with Grace Grace MP	The operation of the new runway and over the bay operation
Discussions with Cr David McLachlan	Noise complaints and the operation of the new runway
Letter from Terri Butler MP	Expected frequency of aircraft noise abatement proactive

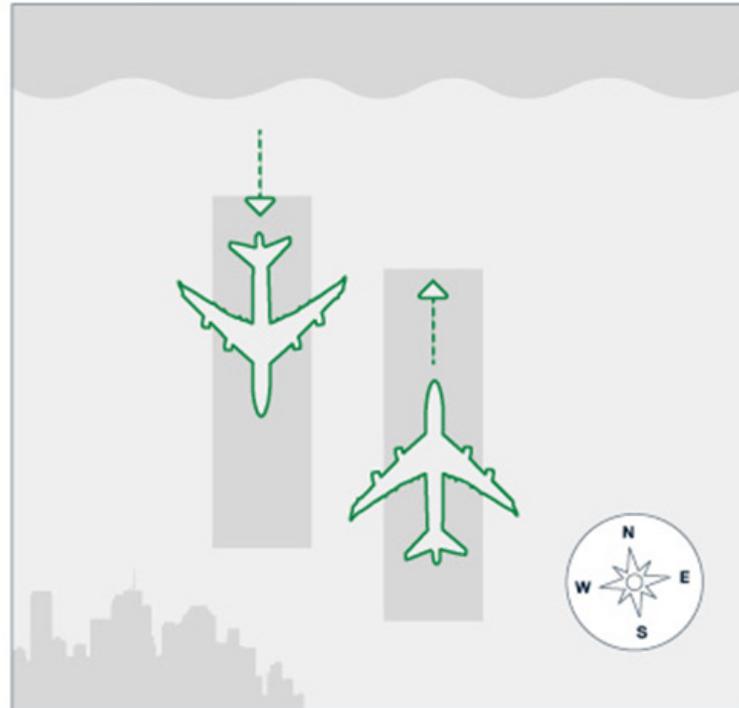
Weekly phone meetings and regular emails between the offices of all local elected representatives, Federal Department and the Office of the Deputy Prime Minister.

ISSUES IN FOCUS

OVER THE BAY OPERATIONS

Since opening

- 56% of **ALL** operations have been over the bay,
- Between 10pm – 6am 83% have been over the bay.



This **night-time** mode of operation is dependent on four factors:



WIND SPEED



RUNWAY SURFACE CONDITIONS



VISIBILITY

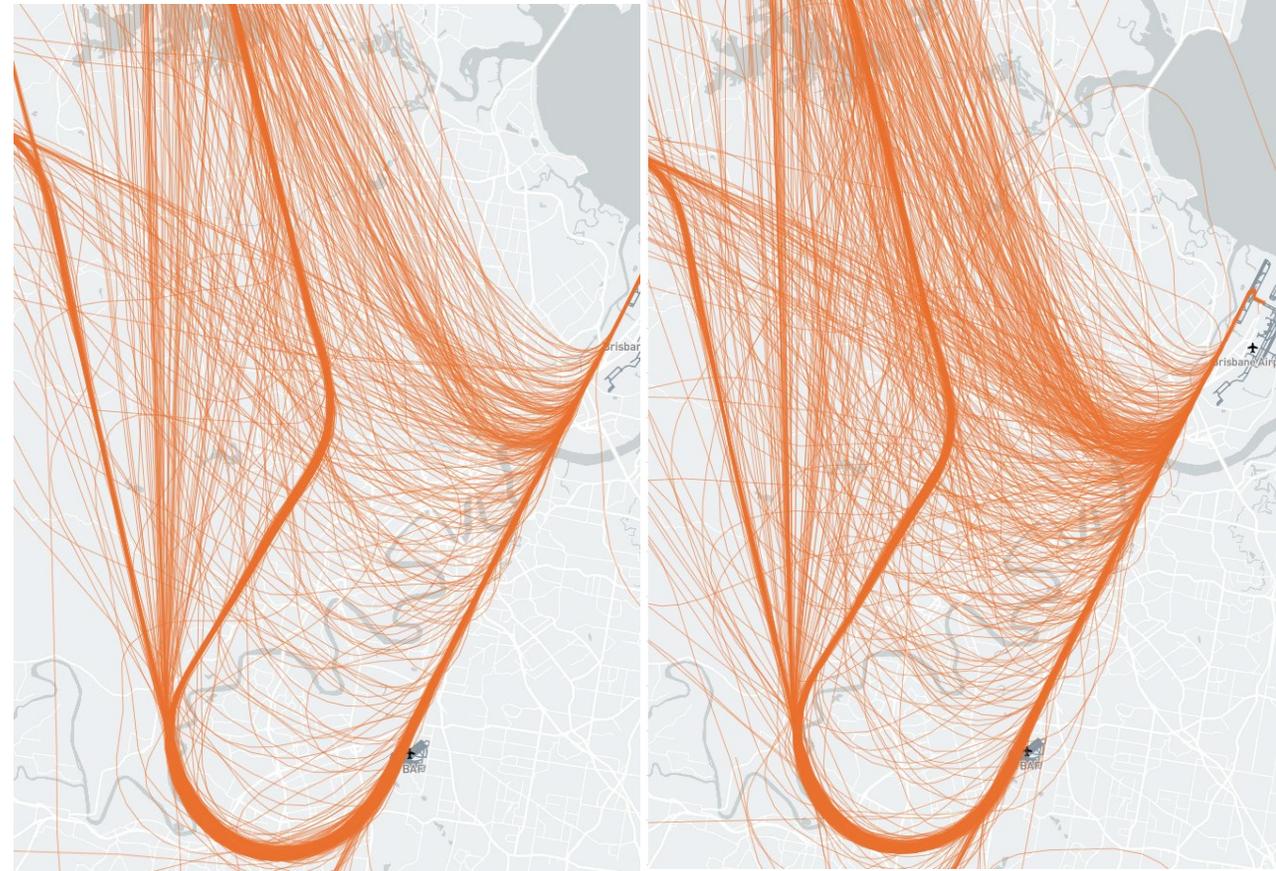


CLOUD COVER

ISSUES IN FOCUS

TURBO PROP ARRIVALS

- The impacts of COVID and subsequent reduction in traffic movements at BNE resulted in a greater spread of turbo props outside of the 'swathe' that was communicated to the community.
- BAC has been working on this operational issue with Airservices Australia. They have advised a suitable temporary Noise Abatement Procedure will be adopted to realign turbo prop arrival aircraft to the area between the short and long published approaches which will rectify this issue.
- This temporary procedure will be in place until operations increase, which will result in aircraft generally falling within the swathes shown in the Knowledge Centre on our website, noting that turbo prop aircraft are often not on published flight paths.
- Turbo props are moved around by air traffic control depending on separation requirements with jets and may fly a published instrument approach or visual approach. A visual approach is when a pilot is operating the aircraft by visual reference to the ground. This approach can therefore vary by several kilometres.

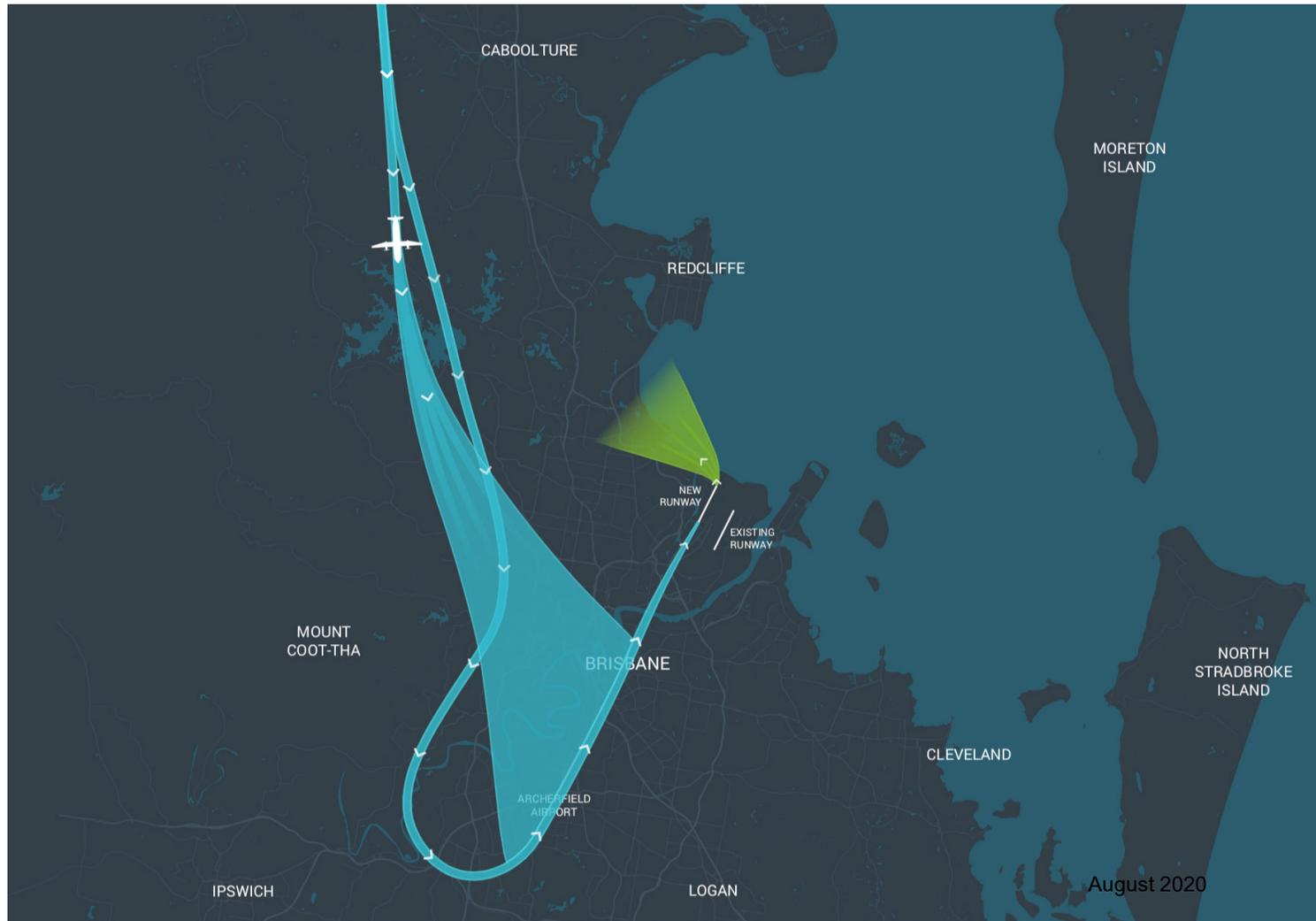


August 2020

November 2020

ISSUES IN FOCUS

TURBO PROP ARRIVALS - KNOWLEDGE CENTRE



November 2020

ISSUES IN FOCUS

INTERSECTION DEPARTURES

- Depending on the type of aircraft, the full length of the runway is not needed when departing.
- It is common practice for aircraft to depart at different lengths. This practice reduces fuel consumption, taxi time to/from the terminals and operational efficiency, particularly when there is a mix of larger and smaller aircraft. This practice is at the discretion of the pilot and air traffic control.
- Between the hours of 6am and 10pm (5am and 10pm during daylight savings) small aircraft, for example turboprops, can depart from any length of the runway. Medium size (a Boeing 737 or Airbus A320) use approximately 4/5 of the runway. Larger aircraft must use the full length (a Boeing 787 or Airbus A350).
- Between the hours of 10pm and 6am (5am during daylight savings), all aircraft must use the full length of the runways.
- Intersection departures were introduced at Brisbane Airport in 2013 following a noise assessment presented to the 30 July 2013 BACACG which found altitude difference at 15km to be 200-300ft and the noise difference less than 2dBA (Largest difference 1.8dBA at Kedron based on northern departure)

ISSUES IN FOCUS

ROLE OF BAC

- BAC cannot change flight paths. This would be a decision for the Federal Government and Airservices Australia
- While BAC cannot change the flight paths, we can and do explore opportunities to provide the best possible noise outcome for the community. For example, the trial into departure heights last year that resulted in improvements to the Noise Abatement Procedures
- BAC is actively monitoring compliance with the approved flight paths and Noise Abatement Procedures and working closely with Airservices and the airlines if we find any issues
- Airservices Australia is responsible for formal aircraft noise complaints however BAC is here to answer questions from the community and provide relevant information
- BAC has also developed a series of dashboards so the public can view the frequency runways are used, overnight operations, and a 48 hours forecast of expected operations

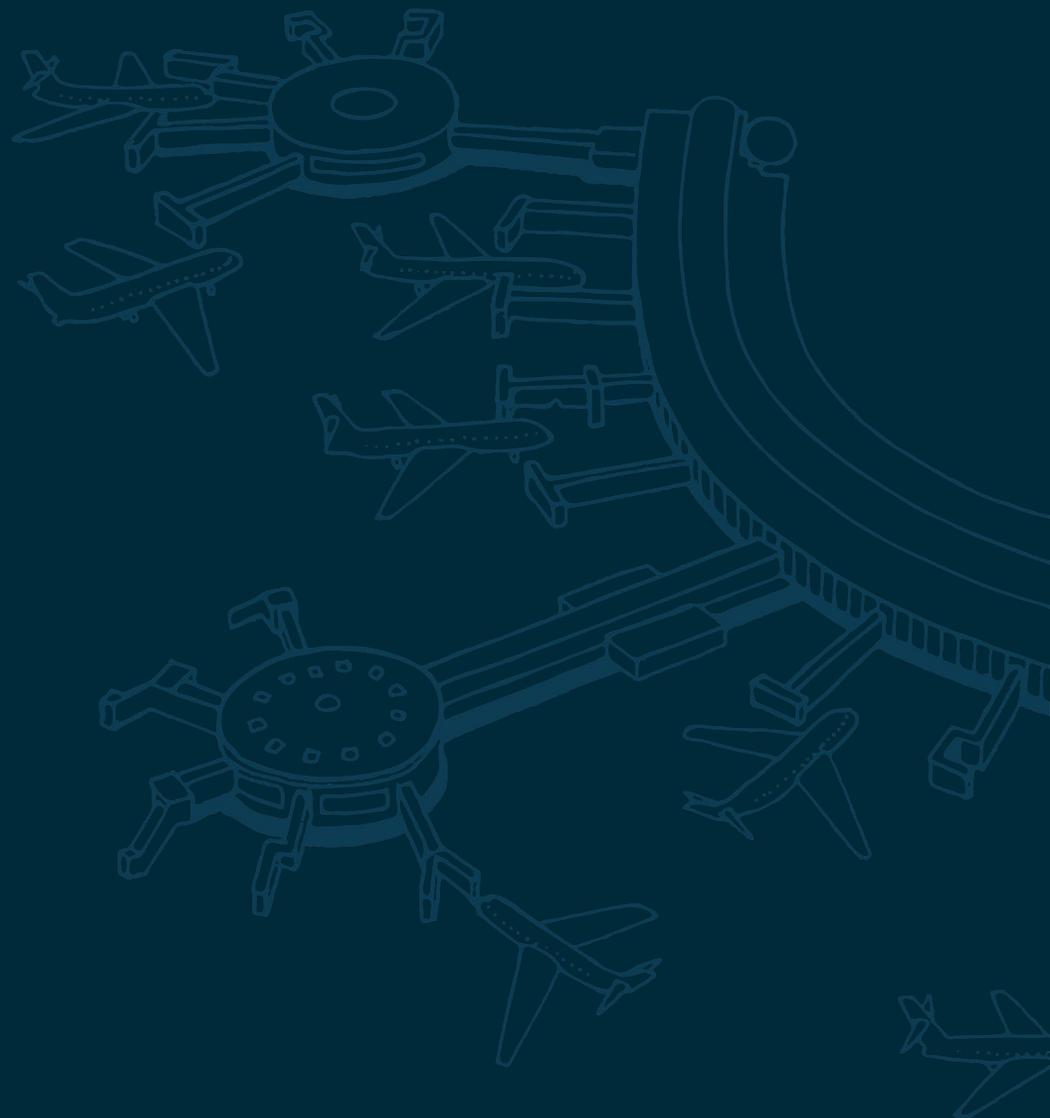
ISSUES IN FOCUS

5 KNOT v 10 KNOT TAILWIND

- CASA (Civil Aviation Safety Authority) sets limits regarding tail winds. At BNE it is 5 Knots
- Pilots can accept more and land or take off in greater winds
- Airservices was previously nominating runways with 10 knots tailwind at Brisbane Airport and it was during the submission for the new airspace that CASA required it to be reduced to 5 knots (2017), in line with the national regulatory standards
- BAC is working with Airservices Australia on a proposal to CASA to request this wind ruling is increased to 10 knots. This will take some time
- This would increase the time available for over the bay operations during the 10pm – 6am period, and the periods before and after in the evening and early morning if traffic levels allow
- It would increase the time available for over the bay operations between 10pm – 6am from 55 – 85% based on the last 7 years of wind data, with communities under the legacy flight paths getting the greatest benefit



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Brisbane's New Runway

The case for flight path changes

Submission to the Brisbane Airport Community Aviation Consultation Group

November 2020

The noise impact from the new runway is unexpectedly severe

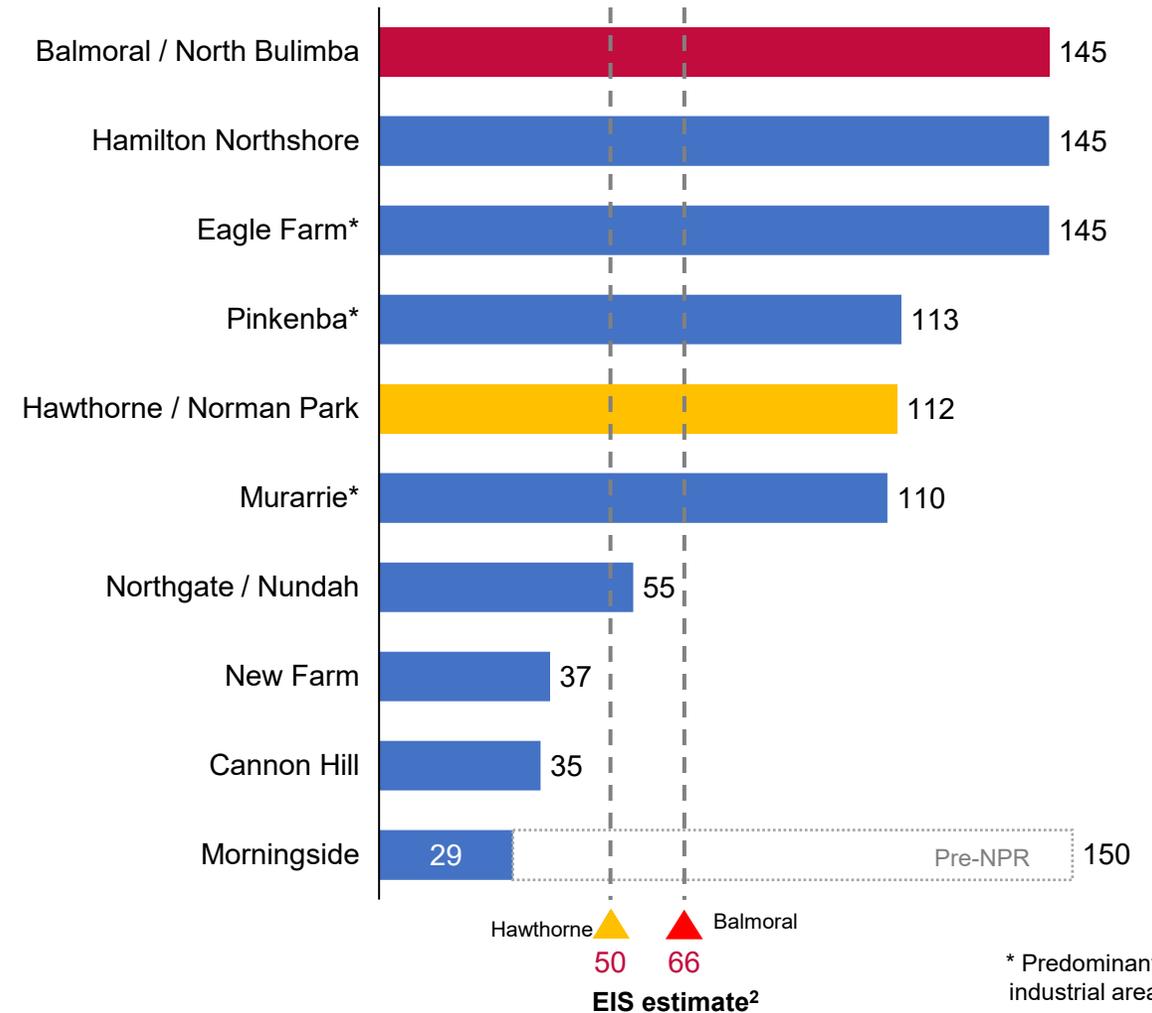
The 4171 area is a quiet residential location

- Balmoral and areas of Hawthorne & Bulimba will be exposed to an acute concentration of aircraft noise
- Almost 150 flights per day are expected, at altitudes as low as 400m
- This is one overhead flight every 6 minutes for 16 hours a day
- Up to 200 flights a day are expected by the late 2020's on long term air traffic growth rates

The impact is entirely unreasonable and well beyond the level described in the approved EIS

- The 2007 Environmental Impact Statement (EIS) established the airspace architecture for the new runway
- Residents have relied on the EIS noise impact assessment and did not anticipate such an extreme outcome

Average flights per day^{1,2}



1. Flight counts shown as annual weekday average 6am-10pm average, including turbo props, under normal air traffic conditions (i.e post COVID-19), direct overhead flights. Source: BNE Flight Path Tool and Brisbane Airport Corporation.
2. The EIS provided forecasts for 2015 (56 jet flights per day (f/d), and 2035 (108 jet f/d). The estimate shown is adjusted to 2020 terms on a 3.3% growth rate. In all forecasts turbo-prop aircraft were assumed to have no significant noise impact.

The design and consultation process appears deficient

Total overhead aircraft numbers are now expected to be more than double the EIS forecasts provided to the community

- Jet flights are nearly 50% higher than EIS estimates
- The EIS did not provide turbo-prop aircraft forecasts on a flawed premise¹

The process has failed to fairly consult

- The noise impact has been consistently understated in consultations with residents since 2007 - both flight counts and noise contours²
- There has been no justification provided for the significantly increased impact

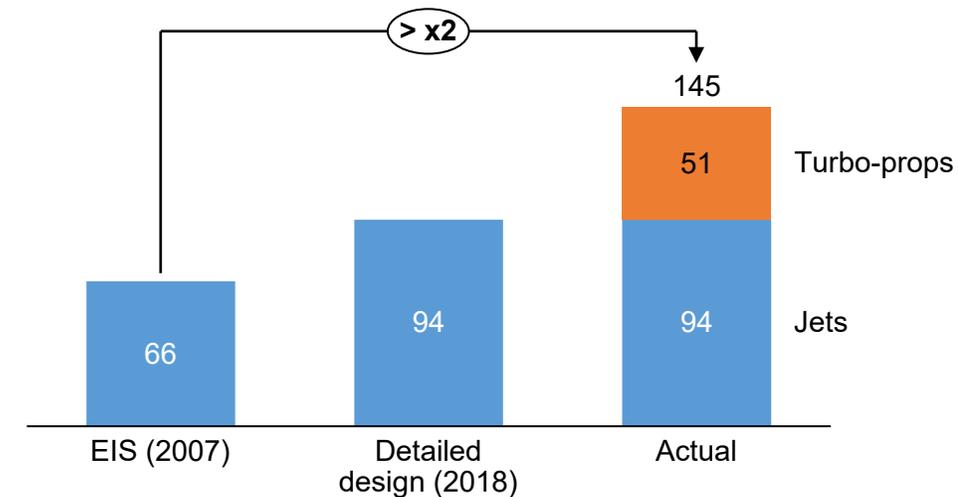
A reassessment of the air space design is warranted

- The final design does not appear to meet the EIS noise impact assessment
- The consultation process has misinformed the community
- Sufficient noise mitigation measures have not been adopted

Balmoral average flights per day

Forecast flights per day (2020) in community briefings³

	Jets	Turbo-props	Total
Actual	94	~51 ⁴	145
Detailed design (2018)	94	Not forecast	94
EIS (2007)	66	Not forecast	66



1. Public EIS data excluded turbo-prop aircraft on the basis of lower noise impact. 2020 Bulimba noise monitoring station data instead shows a similar noise profile to a narrow-body jet (eg. B737, B717), validated by a hand-held monitor on Balmoral hill (~70dBA).
2. The 2018 N70 modelling (30 – 70 events per day) appears significantly understated given the majority of flights over Balmoral (145) are >70dBA. Residents dispute the assertion that final noise contours are in line with the EIS estimates.
3. All flight counts shown as weekday 6am-10pm average, under normal air traffic conditions (i.e post COVID-19).
4. Estimates provided by Brisbane Airport Corporation in August 2020 indicate that 51 turbo-prop aircraft arrivals are now expected per day (post COVID), increasing the actual total by 55%.

The dated airspace design cannot meet the intended noise impact

The airspace architecture is excessively concentrated

- The design concentrates noise over residential areas and not over water, industrial, and bush reserve areas
- The concentration over residential areas is not mitigated by noise sharing

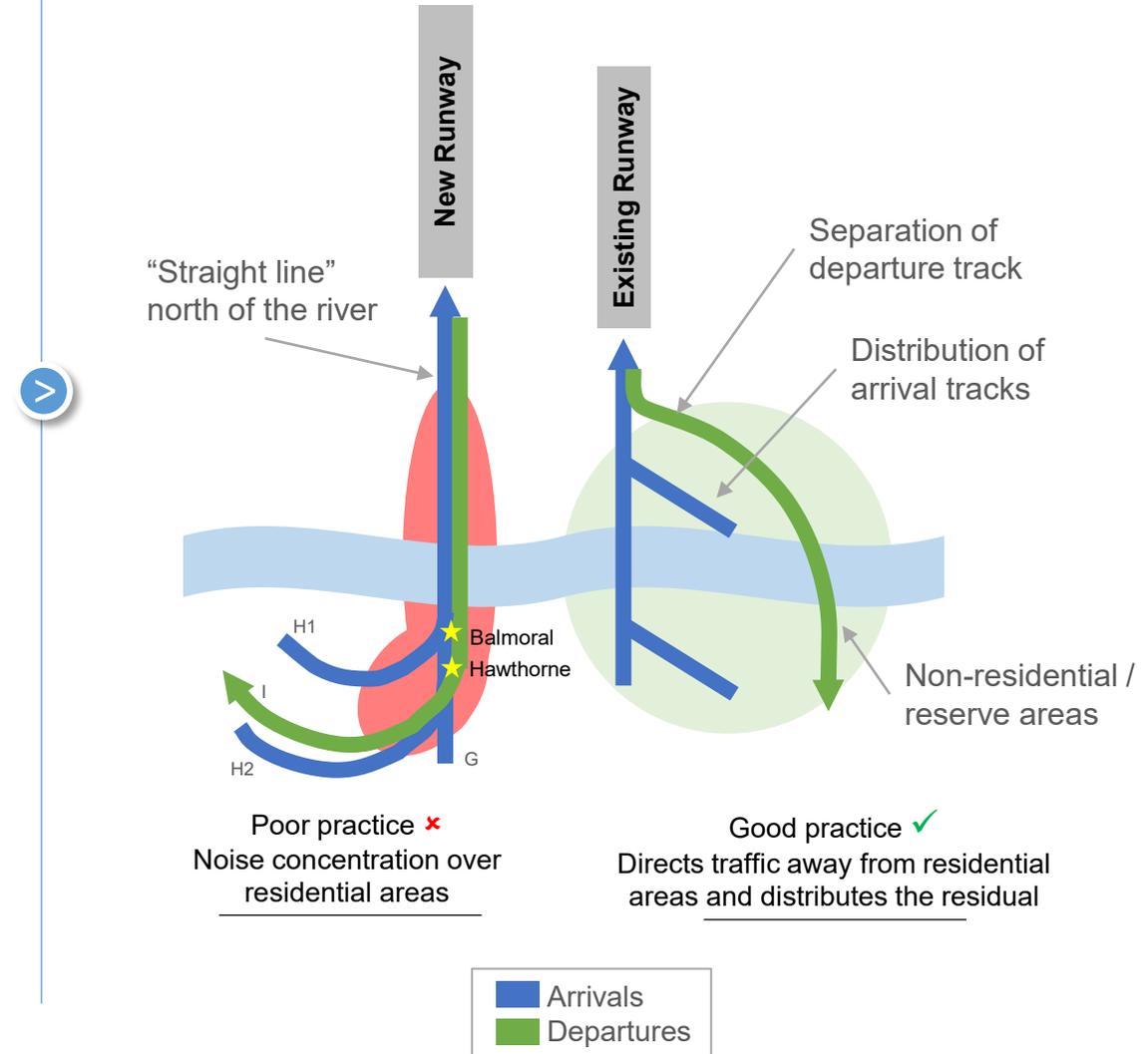
The airspace design does not meet modern design principles

- Best practice Airservices Australia design principles¹ seek to:
 - minimise impacts on noise sensitive locations, and
 - distribute noise where high density residential areas are impacted
- Noise concentration is a failed approach of the past, most notably identified in the 1995 review of Sydney Airport's third runway²

Alternatives are necessary to reduce the noise impact

- It does not appear possible to meet the approved noise impact with the current airspace design

Southern jet flight path designs – Brisbane Airport



1. <https://engage.airservicesaustralia.com/52064/widgets/272257/documents/183892/download>

2. <https://catalogue.nla.gov.au/Record/2534556>

A combination of changes are necessary to meet the impact level communicated in the EIS

1 **Operational procedure changes** to counteract the concentrated flightpath design could provide limited relief:

- Relaxation of over-the-bay operations criteria
- Use of operating Mode 3A during the day to position departures over industrial and bush reserve areas
- Procedures to increase departure altitude over Balmoral hill and Hawthorne (including full length departures)

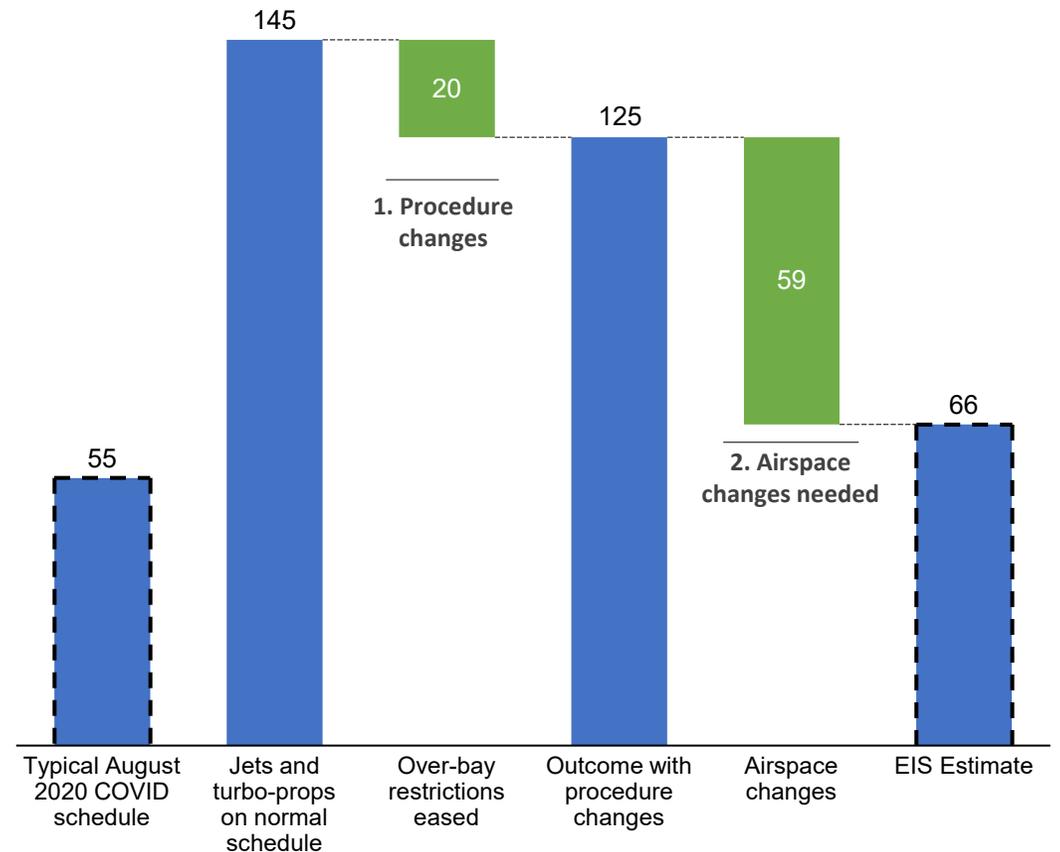
2 **Airspace changes** could provide a significant improvement and more sustainable outcome for residents:

- Reconfiguration of the airspace design to increase utilisation of the surrounding non-residential areas
- An improved distribution of the residual noise impact

There are technically feasible solutions that warrant assessment by Airservices Australia.

Balmoral flights per day

(weekday average, incl. turbo props, changes are indicative estimates)



We believe a reassessment is justified

We request from
Airservices
Australia....

1. Identification of causes for the significant variance to the EIS noise impact assessment
2. A corrected noise impact assessment of the final airspace design, including terrain elevation
3. Assessment of operational procedure changes
4. Assessment of alternate airspace designs
5. Formation of a working group to further explore these issues
6. Following working group completion – a formal response from Airservices to BACACG on the matters raised and key findings

Appendix – Change options

Full length departures: +2300 feet altitude, >6dBA reduction

Same aircraft type, same day, same conditions

- 28 October 2020
- QF1076 – intersection departure
- QF984 – full length departure

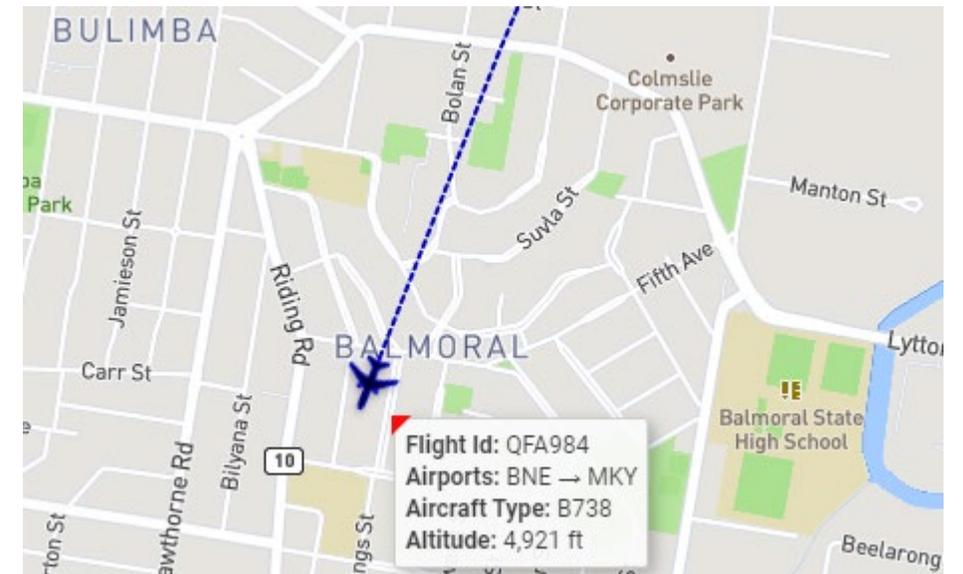
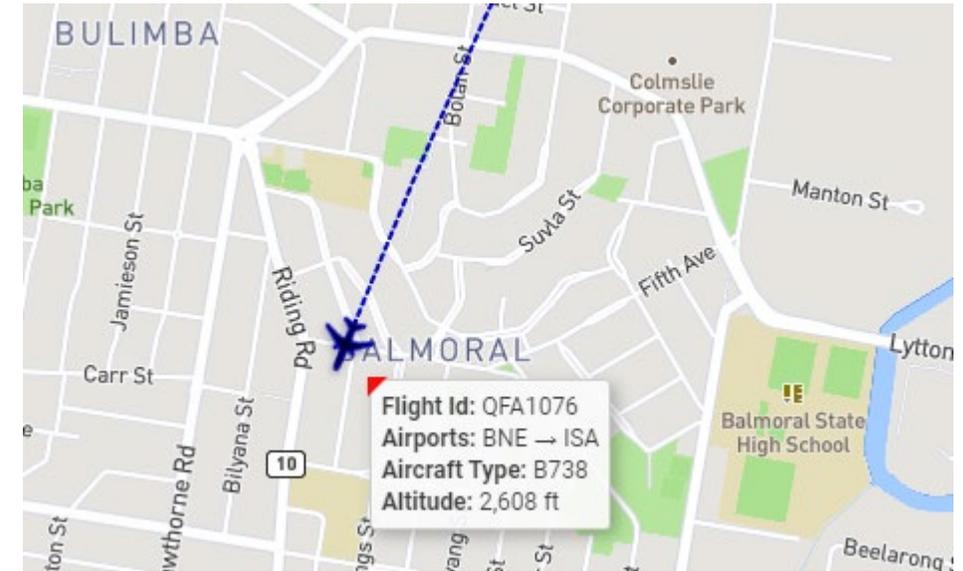
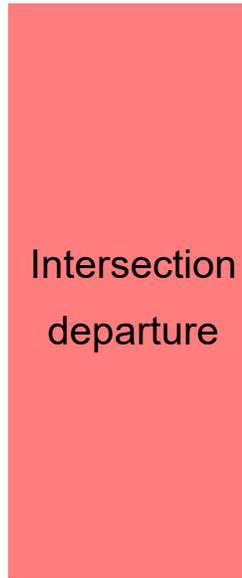
A substantially different altitude over Balmoral hill

- Intersection departure = 2600ft
- Full length departure = 4900ft

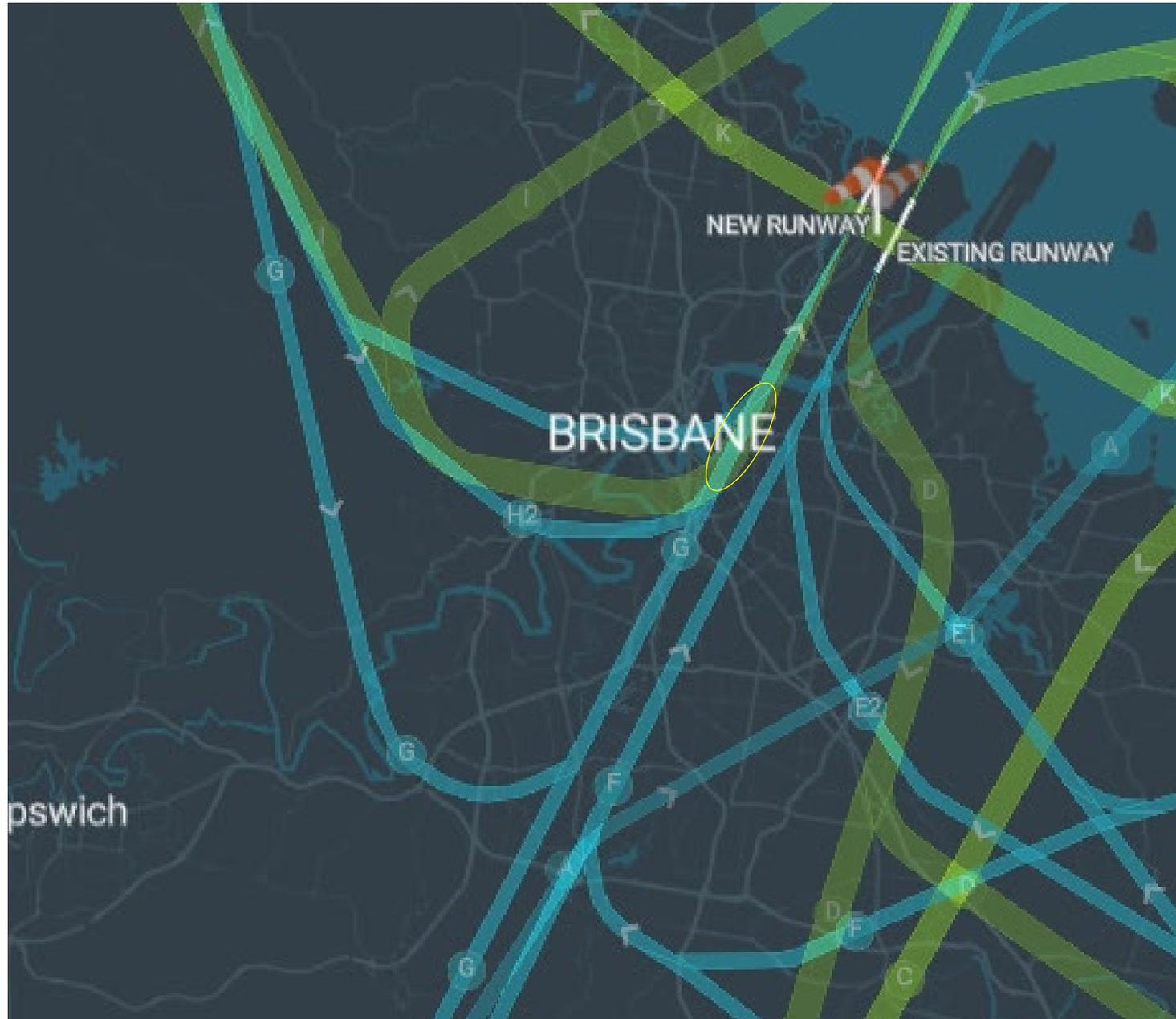
A substantially lower noise impact over the Bulimba noise monitoring station

- Intersection departure = 76 dBA
- Full length departure = 70 dBA

Full length departures deliver a significant noise reduction benefit and should be adopted whenever feasible



Current flight paths





BRISBANE SECOND RUNWAY COMMUNITY RESPONSE

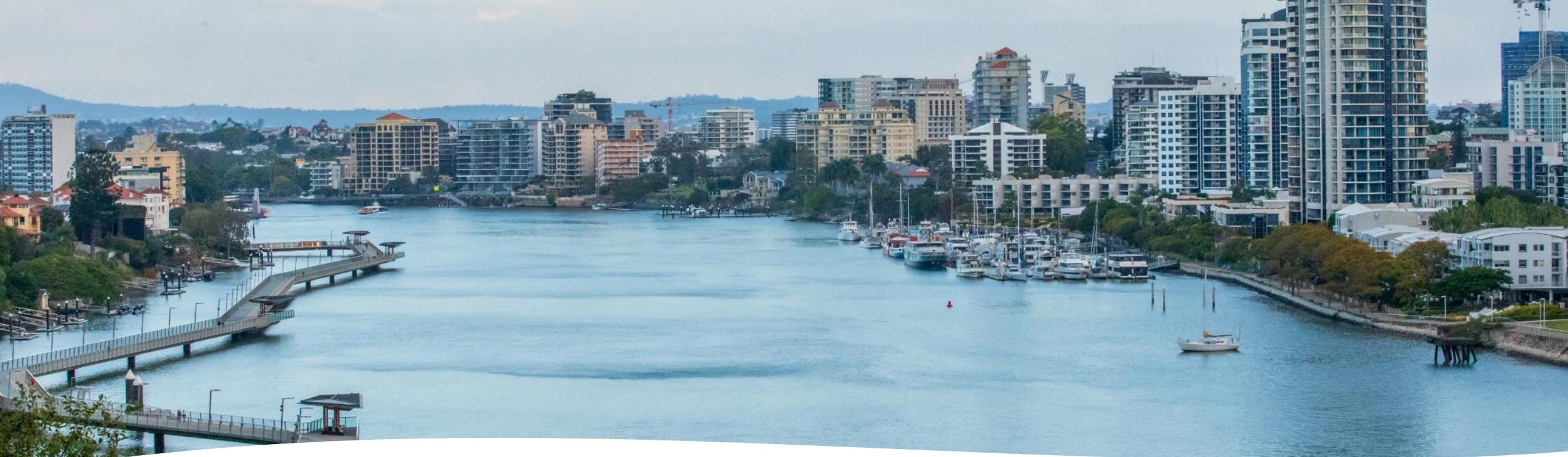


The level of aircraft noise in my home is outrageous

The noise affects me and my family in the following ways:

- **Our wellbeing** – repeated loud noise from 6:00am to 12:00am and the consequent loss of sleep, psychological distress and other health impacts of loud noise.
- **Financially** – the value of my property – my single biggest investment. It's difficult to see who would in their right mind buy my house now.
- **My business** – I work remotely from home which means my client conversations are frequently interrupted.
- **Our lifestyle** – No longer is entertaining on our back veranda very enjoyable. Watching TV or listening to other entertainment, and our conversations as a family, are repeatedly interrupted by the noise of overhead flights.

It is by any standard an unreasonable level of intrusion... it certainly doesn't pass the pub test.



Our family is 1 of a 100 in our street

- The noise from flights using the Second Runway affects my family and my neighbours.
- Neither myself nor my neighbours of 20 years have ever been directly approached about our views on a Second Runway and the associated repeatedly loud noise (regularly in excess of 75 dB every few mins over several hours duration)
- There are 9 other streets like ours within a 0.5km radius. That's a conservative estimate of 1000 families affected near me.
- Many families live closer to the flight paths than we do and are affected to a greater extent

Our membership now spans several suburbs. Intrusive noise is experienced in these suburbs:

- Hendra
- Ascot
- Hamilton
- Balmoral
- Hawthorne
- Morningside

That's a very conservative estimate of **5000** families affected every flight



Flightpath operating principles

- Current operating principles prioritise airline and airport operational efficiency over community impact.
- This is evident in the following ways:

1. The fact that there is a need for a 'curfew' at all:

- The curfew implicitly means that it is safe and feasible to take-off over Moreton Bay between 12:00am and 6:00am even with a prevailing westerly wind direction. There are certainly flights that regularly do.
- The reason for the curfew is to allow airlines and Airservices to use flightpaths over densely populated suburbs during daylight and evening hours and leverage favourable winds during take-off and landing to reduce fuel consumption
- Section 12.2.1.3.1 actually allows for nomination of a runway in **wind excess of crosswind or tailwind limitations** if required by noise abatement legislation (e.g., a curfew).

2. The unnecessary usage of the Second Runway during COVID19 and the lack of congestion on the legacy runway

3. Community noise impact is not actually an operational consideration:

- Section 12.2 of the Airservices Australia Manual of Air Traffic Services **does not list** community impact as a consideration when a tower controller nominates a runway to use.

Responses to Current Flightpath Related Complaints

- Brisbane Airport Corporation have advised that Airservices Australia is the organisation responsible for flight path design and operations.
- Airservices Australia have advised the that current flight paths are the **best possible** as they have been designed by international experts.
- Airservices Australia have also advised that they are powerless to 'police' offending planes as aircraft noise in Australia is managed according to international standards that airlines must comply with.



Flightpath design and operating principles

- Our position is that both flight path design and operating principles need to apply the following priorities:
 - Passenger safety – always first
 - Community impact – always second
 - Airline and airport operational efficiency – always third
- This would mean that flights over densely populated suburbs would only ever occur due to passenger safety considerations and not due to considerations of airline or airport profitability.
- Given the stated position of Airservices Australia regarding the existing flightpaths our intent is to have much needed legislation to this effect introduced into the Australian Parliament.

Thank you

