

BACACG MEETING MINUTES



Location:	Ibis Brisbane Airport (2 Dryandra Road, Brisbane Airport, QLD 4008)
Date:	5 August 2025
Chair	Nigel Chamier AM
Attendees	Chris Kang (Community representative) Danile Ryan (Community representative for Lilley) Karilyn Beiers (Community representative for Bowman) Tim Roskams (Community Representative for Ryan) Rob Cooper (Community Representative for Bonner) Allan Ronto (Community Representative for Petrie) Mark Power (Community Representative for Dickson) Portia Allison (Secretary) Henry Tuttielt (BAC) Tim Boyle (BAC) Michael Jarvis (BAC) Helen Clark (BAC) Gaynor Sipolis (BAC) Marion Lawie (ASA)
Attendees online	Stefan Smerdon (ANO) Helen Woodrow (BAC)
Apologies	Doug Stewart (Community Representative for Moreton) Donna Marshall (ASA) Brendan Mead (Qantas) Scott Mitchell (Virgin Australia) Cassandra Sun (BCC) James Heading (BCC) Alexander Tikoft (ASA) Andrew Marshall (Department of Infrastructure) Melissa Griffiths (Department of Infrastructure)

Agenda Items

10AM

Chair:

Welcome

Acknowledgment of Country

Confirmed the minutes for the last BACACG meeting on the 4 March 2025.

Chair update:

- Rachel Crowley has left her role after 14 years as EGM of Communication and Public Affairs, Henry Tuttiatt has commenced as EGM of Communications and Public Affairs at BAC.
- Each BACACG member provided a brief self-introduction, including new Community Representatives:
 - Rob Cooper (Community Representative for Bonner)
 - Allan Ronto (Community Representative for Petrie)
 - Mark Power (Community Representative for Dickson)

BACACG Secretary Update:

Portia Allison (PA), Community Engagement Manager at BAC and BACACG Secretary, provided an update on aircraft noise correspondence received via the BACACG inbox. PA advised of completed actions from previous meeting and one outstanding action. PA advised in the last month Brisbane Airport was contacted by three (3) new complainants regarding aircraft noise.

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

- Question raised by former Community Representative for the Bonner regarding Chapter 14 aircraft operating at Brisbane Airport. TB provided different manufacturers and makes that operate at Brisbane Airport. See appendix 1.
- In FY25, TB advised 30% of Domestic and 60% of international flights met Chapter 14 standards. Question was raised by the Community Representative for Ryan regarding number of nighttime flights that meet Chapter 14 standards. TB advised will take the question as an action item for the following meeting.

Community Engagement Update

PA advised of recent Community Engagement events. See appendix 1. PA advised 100k donated to 10 organisations for the Community Giving Fund. PA informed of future events and recent bus tours completed for BAC. PA advised recent feedback numbers and topic segmentation. See appendix 1.

Brisbane Airport Update | BAC

Henry Tuttiatt (HT), EGM Communications and Public Affairs at BAC, provided an update for new members on an overview of Brisbane Airport, highlighting key points:

- Brisbane Airport is 3rd busiest airport in Australia
- The airport is sitting on 2,700 Hectares
- In a 24/7 curfew and cap free airport
- Advised of new Aeromedical Precinct development.

- HT provide context of 100 years of Brisbane Airport and key milestones throughout the 100 years. See appendix 1.

TB provided an update of the timeline of the lead up to the western runway (formerly referred to as the New Parallel Runway) and what has occurred since the runway opening in 2020.

TB advised of the Air Services Australia Post Implementation Review (PIR) and the commencement of the Noise Action Plan For Brisbane (NAP4B).

In 2024 a Senate Inquiry was held on the topic of aircraft noise. TB advised Brisbane Airport has the largest noise buffer between runways and residential areas of the capital city airports.

Michael Jarvis (MJ), Head of Airport Planning at BAC, provided context around the initial plan for the parallel runways from the original plan in 1987.

Questions:

- Community Representation for Dickson questioned about the use of SODROPS within planning, stating EIS said 90% use but this has not transpired. MJ advised that in the previous Master Plans none of them included the 90% marker. However, the use of SODROPS is driven by weather. TB can take that as an action to confirm details within the EIS.
- Community representative for Ryan questioned the use of tailwind limit increasing from 5 to 7 knots. TB advised Brisbane Airport are working with ASA and CASA for a tailwind increase and potential trail of an increase in Brisbane.

Air Services Australia Update

Marion Lawie (ML), Air services Australia provided an update on an overview of Airservices and update on Noise Complaint and Information Service (NCIS). See appendix 1.

ML advised of new video shared on how Brisbane airspace operates can be used as a tool for engagement on airspace management in your area. ML advised complaint data is available on the Aircraft in Your Neighbourhood webpage. ML advised that the number of individual complaints have dropped.

ML noted that ASA are currently on the 6th round of the NAP4B. See appendix 1.

Advised of summary of current phase of community engagement. See appendix 1.

ML confirmed actions from previous BACACG meeting.

Questions:

Community Representative for Bonner asked for importance of noise complaint data for air services Australia. ML advised that the complaint data is of community interest and is requested by stakeholders and community members.

- Community member for Ryan queried how ASA incorporates feedback and/or other parameters into flight path design. ML advised that feedback is considered in constructive forms, not necessarily considering complaints. ML advised that ASA doesn't seek to 'spread' noise but does seek to decrease noise concentration through noise sharing in the NAP4B.

BAC Master Plan Update

Helen Clark (HC), Program manager 2026 Master plan and MJ discussed the release of the 2026 Master Plan. MJ advised that public comment will be open until the end of October.

- HC provided overview of the 2026 Master Plan. Advised of 2046 forecasted figures of QLD population, Brisbane population, jobs at Brisbane Airport, passengers and aircraft movements. HC advised of renaming of terminals to align with common naming conventions, i.e., International Terminal – Terminal 1, Domestic Terminal – Terminal 2, New Terminal – Terminal 3.

- HC advised of the Decarbonisation with current net zero Scope 1 and 2 emissions. HC advised of several initiatives are underway for Scope 3 emissions. HC advised of the current climate adaptation plan. What infrastructure would need to have in place for to decarbonisation
- MJ advised of connectivity to the airport. HT advised Brisbane Airport is advocating to the Queensland Government and Brisbane City Council for better public transport. HT mentioned connectivity into the terminal is a focus advising cannot keep building carparks forever. MJ advised passengers are largely using private vehicles as the preferred method of transport. Touched on how the airport needs to serve the city, is about extending the modes onto getting into the airport.
- HC spoke on updated noise monitoring. TB touched on ANEF contours and purpose, contours used largely for planning and will be shared with government and council once Master Plan is approved. Master Plan touches on N-above contours with interactive map to put your address in to have a look at the number of aircraft noise events that exceed a certain decibel level.
- HC advised engagement sessions will be help on and off airport to answer community questions and promote the public comment period. HC advised extensive communications campaign has been established to promote the Master Plan.

Community Representatives General Business and Discussion

The Chair invites the Community Representatives to share any general business

- Community Representative for Lilley

The representative advised no new complaints received by the Lilley Electorate Office and only 10 received since the runway opened in 2020. The representative questioned what public transport options are available for the airport and noted public transport will be necessary for the Olympics. MJ advised there is public transport, buses, to the Skygate and Brisbane Airport operates free shuttle bus services across the precinct. MJ advised continued advocacy to relevant government levels for more public transport options. The representative queried whether the proposed 3rd terminal will be open for the Olympics. MJ advised the airport will be ready for the games and the additional terminal is not expressly for the games, instead in response to growth expected in the 2030s. The representative queried who pays for the upgrades. MJ advised that Brisbane Airport is responsible for the developments and upgrades. The representative queried whether a train station is planned for Skygate. MJ advised that plans do exist however there are other priorities for connectivity before a train station at Skygate.

- Community Representative for Bowman

The representative provided a breakdown of a flight path in Sydney and parallels to Brisbane. See to Appendix 2.

The representative understood instructions had been given to ATCs to maintain published flight paths until over 20,000ft and that requests for shortened flight paths are not to be granted. This was confirmed by ML from Airservices as being correct.

- Community Representative for Ryan

The representative queried whether there were any planned changes to the noise abatement procedure on the western runway. TB advised that the noise abatement procedure allows for use at night if the eastern runway is not available due to an emergency or necessary maintenance. TB advised a trial is planned for next year for a flight path that can be used at night from the western runway with significantly lower impact to residents. The representative asked what the timeline for implementation would be if the tailwind limit did get changed. TB advised implementation would be quick if we could get the ok from all parties involved and it would not affect operations.

- Community Representative for Petrie

The representative advised it was their first meeting. He stated that some of the concerns mentioned seem irrelevant. Stated their area isn't affected like other areas, and it doesn't have as significant impact on their electorate.

- Community Representative for Dickson

The representative advised is new to BACACG. Provided a brief overview of the electorate and location of the community. Advised that Samford is 30km away from the airport and not runway aligned but still are regularly impacted by aircraft noise.

- Community Representative (Chris Kang)

The representative provided general history of BACACG and his long term involvement. Advised of the length of time it takes to enact change. General discussion of the Pinkenba area being so close to the airport. Main concern was transport into the entrance of the Pinkenba Community, on Lomandra Drive.

- Community Representative for Bonner

The representative advised their community is generally active in discussions about the airport and impacts of future growth. The representative advised aircraft noise is a consistent concern raised and that the affected people are becoming more cynical and affected by noise. The representative provided talking notes (see Appendix 3).

Close Meeting | Final comments from Chair

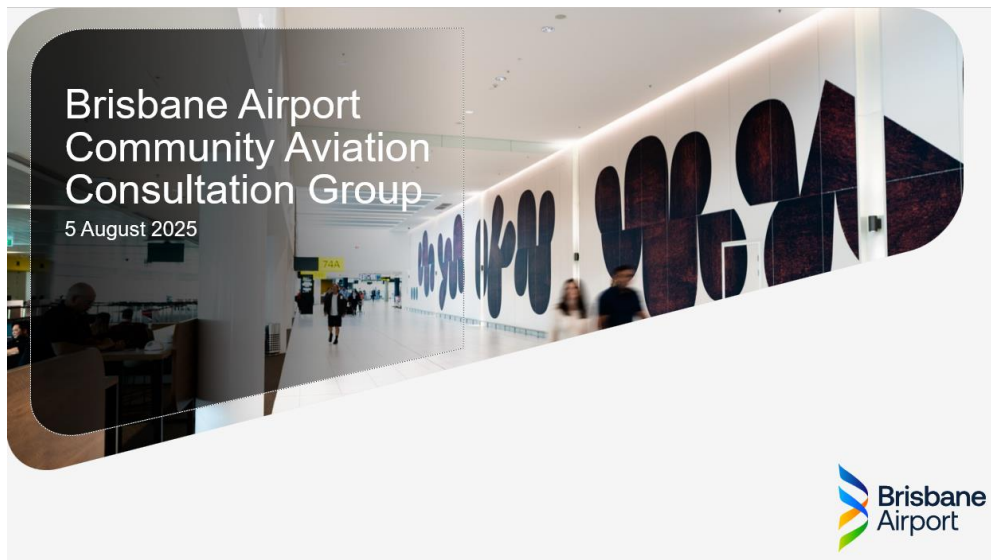
Meeting closed at 12:10pm

Next meeting to occur on 18th November 2025 - Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
The Community Representative for Ryan requested details on which aircraft flying at night meet Chapter 14 standards.	BAC	Next Meeting	In-progress
The Community Representative for Dickson requested information on what the western runway EIS says about SODPROPS.	BAC	Next Meeting	In-progress
Noise monitor raw data: ASA advised BACACG data is not available in raw format and is continuing discussions with AAB for alternative opportunities.	ASA	N/A	Complete
BAC to identify which additional flights and/or aircraft meet Chapter 14 noise standards.	BAC	Next Meeting	Complete

Appendices

Appendix 1. Meeting Presentation



1.

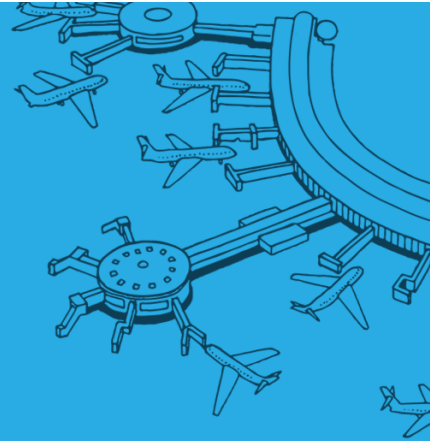


2.



Chair Update & Welcome

Nigel Chamier AM

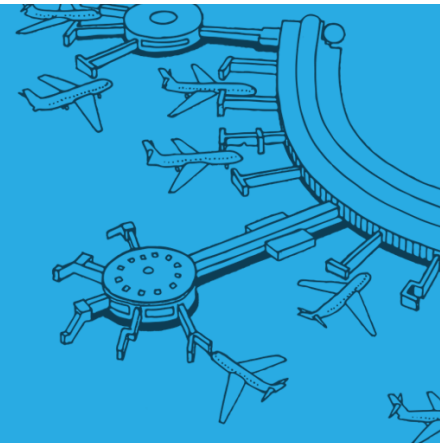


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Secretary Update

Portia Allison



4.



Aircraft Noise – BACACG Inbox (March 2025 – July 2025)

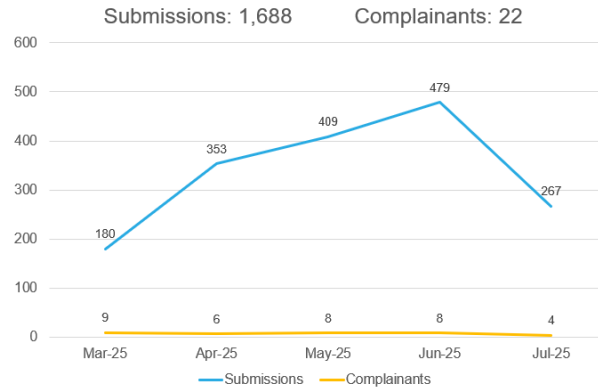
Action Items from Previous Meeting

Completed

- Chapter 14 Compliant Aircraft/Flights operation at BNE (see next slide)
- Airservices Australia to respond to questions raised by the Community Representative for Bowman.

Outstanding

- N/A



5.

5

Chapter 14 Aircraft

Aircraft that meet or exceed the standards

Airbus

- A380 (Emirates)
- A350 (Singapore, Cathay Pacific, China Airlines, China Southern)
- A320/321NEO (Jetstar, Air NZ, Air Calin, Philippine Air, Qantas)
- A220 (Qantas)

Boeing

- B787 (Air NZ, Air Canada, Jetstar, American, United, Eva Air)
- B748F (Cathay Pacific)
- B38M (Virgin, Fiji Airways, Air Batik)

Some other types will meet the standards depending on engine type

In FY25 ~30% of domestic and ~60% of international flights met Chapter 14



Aircraft certified under earlier chapters, that meet the requirements of Chapter 14 are included

6.

6

Community Update | March – July

- 3x RSL Fundraising at Domestic Terminal for ANZAC Day & 2x RFDS Fundraising
- \$100k donated to 10 organisations for the Community Giving Fund (10yr Anniversary). Organisations include:
 - Cubberla Witton Catchments Networks
 - Dolphin Research Australia
 - The Children's Hospital Foundation
 - Royal Life Saving Society Queensland
 - Yiliyapinya Indigenous Corporation
 - Kidsafe QLD Inc
 - BestLife Inc
 - FareShare Australia Inc
 - PCYC Queensland
 - EPIC Pathways
- \$62k+ donated from Containers for Change Program to the Moreton Bay Foundation in FY25
- 2x Benny Events
 - Fully Charges – Planes Trains and Autos (Ipswich)
 - Samford Show
- 9x Bus & Terminal Tours
 - Including visit from Kowanyama State School students & Accessibility Tour for Vision Australia



7.

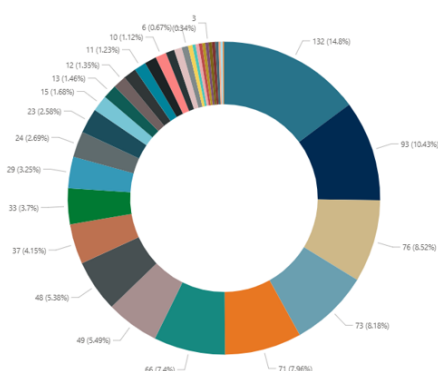
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Community Feedback: March – July

Submissions by issue

Issue

- Parking
- Facilities - Cleaning, maintenance
- Terminal Facilities - General
- Screening - Process
- Airline-related
- Queuing/Waiting Times
- Retail
- Screening - Personnel
- Screening - Property
- Assistance
- Border Force Related
- Kerbside Officer
- Shuttle Bus
- Ambassadors
- Slip, Fall or Injury
- Taxi
- Website
- EAC
- Signage
- Lost property
- Pick-Up & Drop-off
- Customs Related
- Non-Passenger Screening Security - Personnel
- Future BNE
- Email marketing
- Health
- Plane Spotting / Viewing Area
- Safety



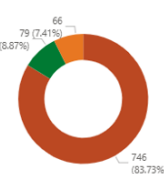
891

Number of submissions

891

Number of complainants

Sentiment of submissions



8.

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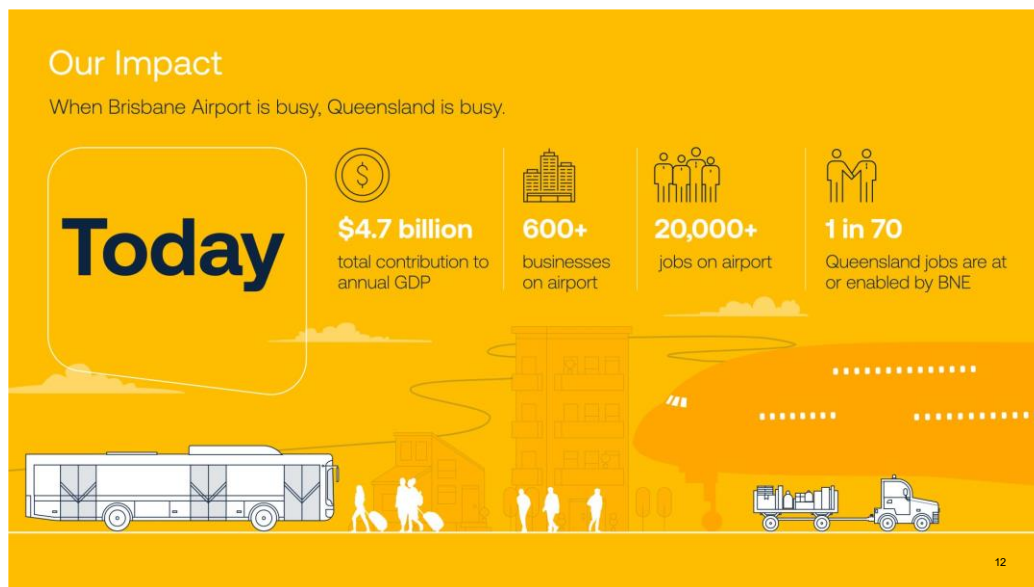
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10.

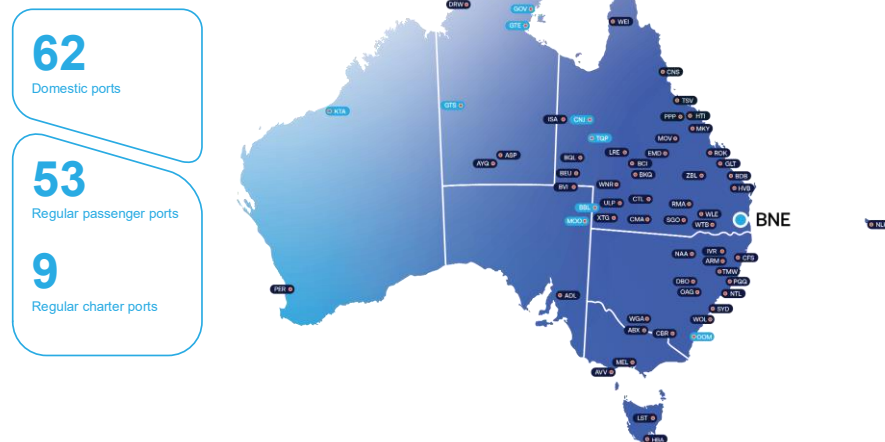


11.



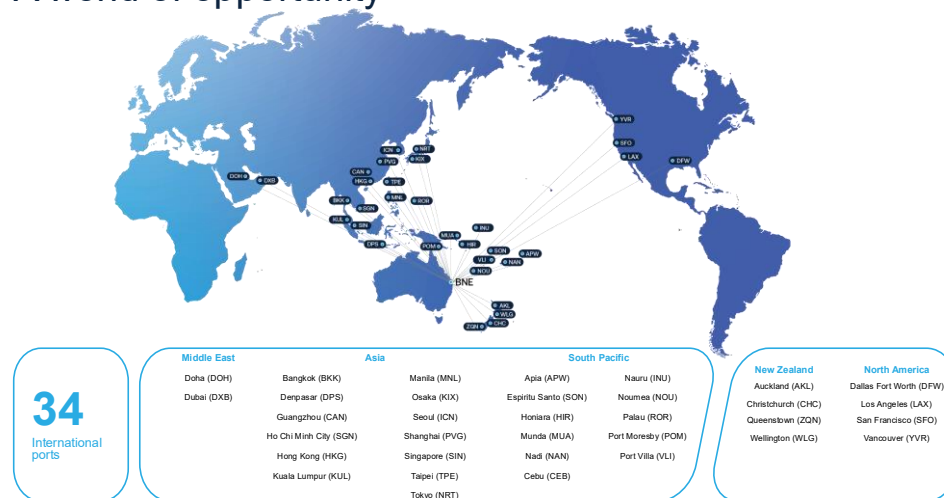
12.

Largest domestic network in Australia



13.

A world of opportunity



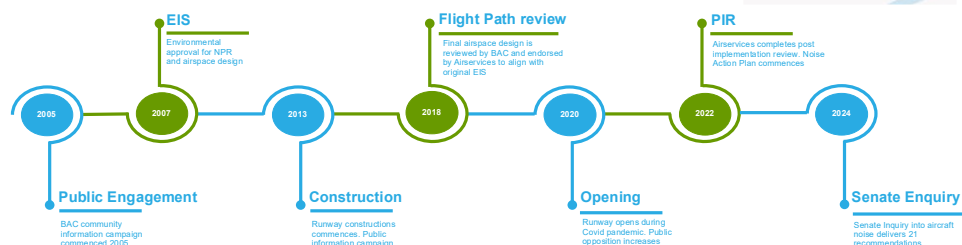
14.

Background to western runway

- The opening of the western runway in 2020 generated a significant increase in the awareness and impacts of aircraft noise in the Brisbane region
- This is not an issue that has a solution but one that requires ongoing management and a dedication to continuous improvement in a dynamic environment



Timeline of key dates



15.

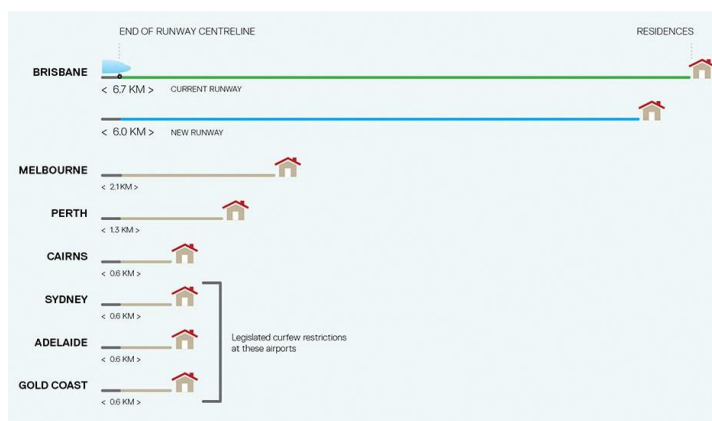
15

The largest noise buffer zone of any capital city airport in Australia

Thanks to effective zoning measures by all levels of government, Brisbane residents enjoy the largest aircraft noise buffer zone of any capital city airport in Australia.

Drawing a straight line from the end of the eastern runway, the nearest residence is 6.7km away. Using the same straight line approach, the distance from the end of the western runway to the nearest residence is 6km.

Australian cities with an aircraft curfew (Sydney, Adelaide and Gold Coast) have a much smaller buffer zone, in some cases measuring just 600m from the nearest residences.



16.

16

Flight Paths

The opening of the western runway required the introduction of new flight paths to enable safe parallel runway operations.

The 2007 EIS required for the approval of the runway project, included an airspace and flight path plan based on then existing technologies and aircraft capabilities.

The final (2018) airspace and flight path design took advantage of advances in technology and aircraft capability to deliver a more modern and flexible airspace system.

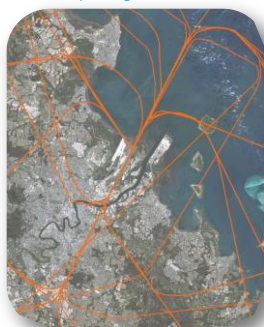
Suburbs under the extended centreline of the new runway, most affected by both arrivals and departures, include Bulimba, Hamilton, and New Farm.

Further from the airport some suburbs gained flight paths, whilst others had them removed to accommodate the dual runway system.

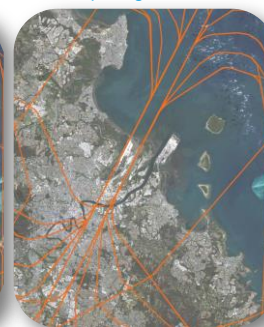
The Post Implementation Review completed by Airservices in 2022 included a number of recommendations to improve noise outcomes for some suburbs.

These recommendations are the basis of the Noise Action Plan for Brisbane.

Pre-opening 2020 arrivals



Post opening 2020 arrivals



17.

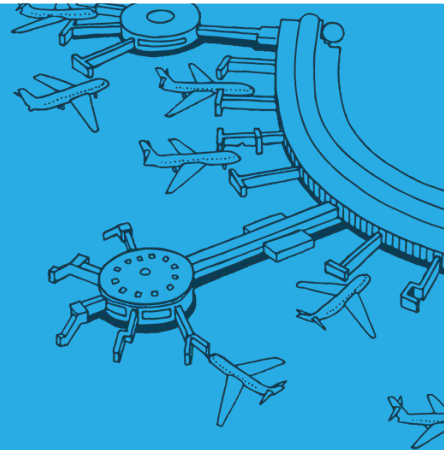
POTENTIAL AIRPORT NOISE INITIATIVES



18.

Airservices Australia

Donna Marshall & Marion Lawie



19.

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Aircraft in your neighbourhood



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



20.



2

NCIS UPDATE February – July 2025

Complainants

- 366 individual complainants
 - 3050 contacts
 - 133 new complainants

Suburb

- 135 suburbs recorded a complainant
 - Balmoral, Bulimba, & Morningside – 11 each
- 72 suburbs recorded a single complainant
- 27 suburbs recorded 5 or more complainants
- 8 suburbs recorded 10 or more complainants

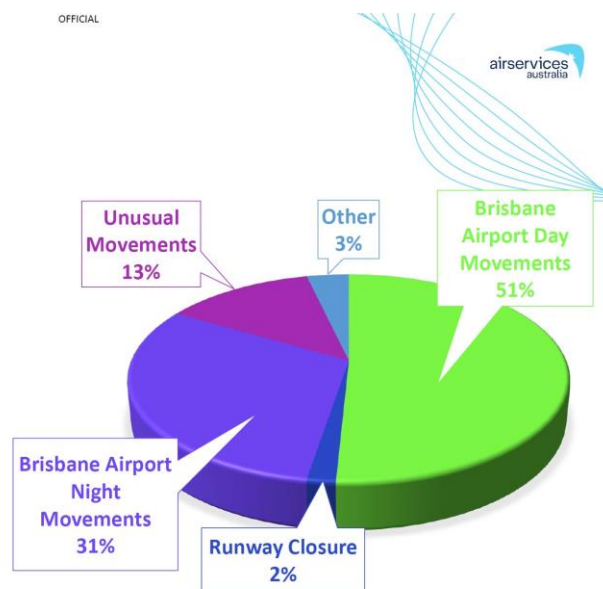


21.

NCIS UPDATE February – July 2025

Issues

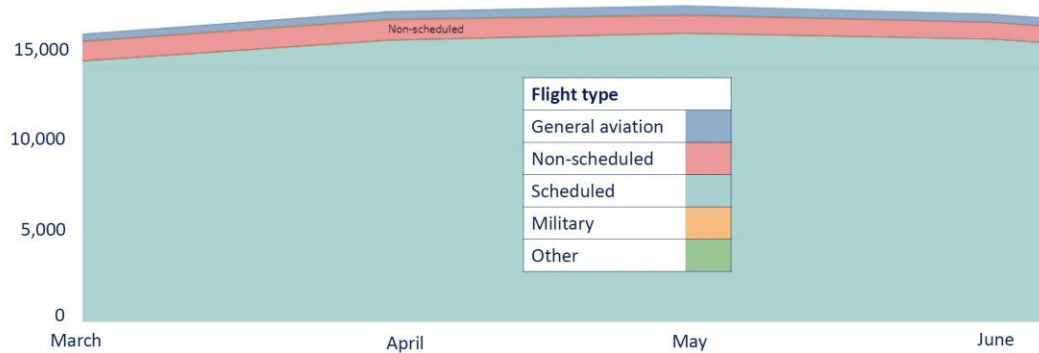
- Day movements
 - Runway 19 Right DEP – 85
 - Runway 19 Left DEP – 49
 - multiple runway directions – 40
 - Runway 01 Left ARR – 33
 - Runway 01 Right ARR – 16
 - Runway 19 Right ARR – 10
- Night movements
 - Runway 19 Left DEP – 107
 - Runway 01 Right ARR – 14
 - Multiple runway directions – 11
 - Runway 19 Right ARR – 7
- Unusual movements
 - Radar departures – 38
 - Weather diversions – 21
 - Traffic management – 10
 - Missed approach – 2
- Runway closures
 - Works – 8



22.

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Monthly movements at Brisbane Airport (by flight type) March – June 2025



23.

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Noise Action Plan for Brisbane update

Phase 6: 19 July – 17 August 2025 – currently open for feedback



Consulting on the following change proposals

Preferred options

North and west:

- 1.1 Departures over land to the north and west
- 1.2 Arrivals over land from the north and west

South and east:

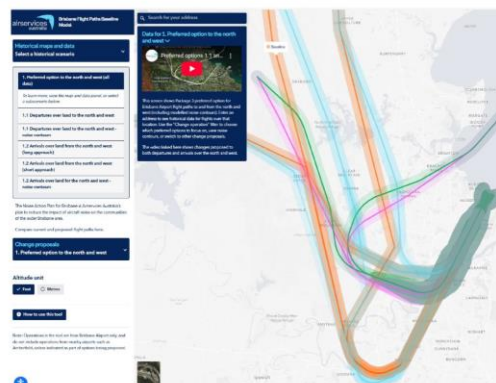
- 2.1 Departures over land to the south and east
- 2.2 Arrivals over water from the south and east

To support independent parallel runway operations:

- 3.1 Arrivals over land
- 3.2 Arrivals over water from the north and west

New option

- 4. Night-time departures over land from the new runway



24.

Brisbane baseline model

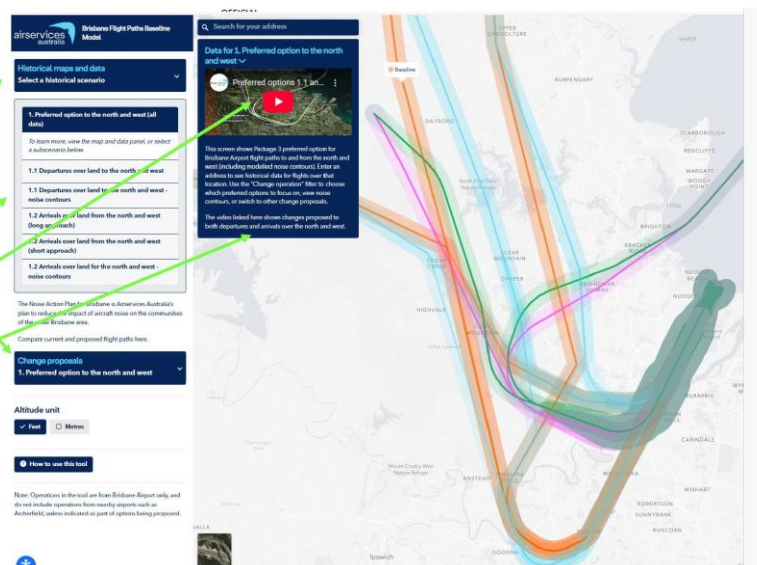
Historical data

Change proposals

"subscenarios"

Videos

Keys



25.

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Noise Action Plan for Brisbane update

Phase 6: 19 July – 17 August 2025 – currently open for feedback



Change proposals	<ul style="list-style-type: none"> 6 Preferred options 1 new option
Community meetings (19 – 31 July 25)	<ul style="list-style-type: none"> Meetings at 11 locations across Brisbane – also available online
Published information	<ul style="list-style-type: none"> 8 x Information sheets Phase 6 evolution of designs from Phase 5 concepts Flight path usage statistics Actual and modelled flight path heat maps Pre-recorded webinar Brisbane Baseline Model – interactive maps comparing options with current paths Frequently asked questions Explainer videos: <ul style="list-style-type: none"> 3 x Preferred options (Combined 3,224 views*) How Brisbane airspace operates (20,638 views*) How we manage Australia's airspace (606 views*) Airservices who we are and what we do (578 views)
Promotion and advertising	<ul style="list-style-type: none"> Engage Airservices website E-newsletters sent to Noise Action Plan for Brisbane subscribers Newspaper – mainstream and local press Local Facebook groups and community pages Social media advertising, local radio advertising Correspondence and briefings: MP, AAB, BACAG, RADAR (via MP office), BFPCA, Bayside Action Group, Mt Glorious Community Association, Moreton Bay islands associations

Meeting locations:

- Albany Creek
 - Amity Point
 - Brisbane City
 - Bulimba
 - Greenbank
 - North Lakes
 - Richlands
 - Samford Village
 - Shailer Park
 - The Gap
 - Wynnum
- and online.

26.

Actions

March 2025 meeting

Community Representative for the Federal Seat of Bowman submitted written inquiries: replied by telephone.
Community representative for Federal Seat of Griffith queried absence of A380 in Aircraft average noise levels table for Bulimba noise monitoring report (Aircraft in your Neighbourhood): report amended.

June 2025 Bulimba noise monitoring terminal

[Brisbane noise monitoring report – AsA National Insightfull](#)

Aircraft average noise levels dBA

• This table shows the 15 aircraft types with the loudest average noise levels

Aircraft type	Avg. noise level (dBA)	Total events	Max. events per day	Min. events per day	Avg. events per day
B738	71.5	763	44	15	25
E190	69.5	751	32	18	25
DH8D	68.3	59	18	1	2
F70	69.1	227	15	2	8
A320	71.6	243	14	4	8
F100	71.0	234	13	2	8
SF34	67.9	27	10	1	1
A359	69.4	126	6	1	4
A333	75.1	72	5	1	2
B737	69.3	60	5	1	2
B788	70.9	64	5	1	2
FA8X	66.9	7	5	1	0
A21N	70.8	61	4	1	2
A332	75.8	65	4	1	2
A388	69.1	50	4	1	2
B350	69.4	26	4	1	1
B38M	69.0	52	4	1	2

27.



28.



29.



30.

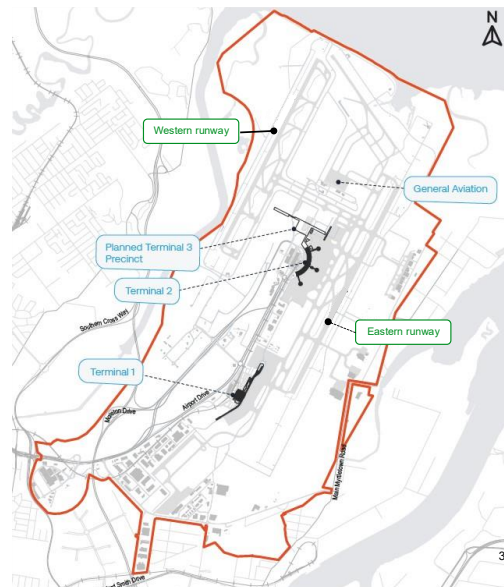
Aviation Plan

Planning for aviation infrastructure is based on **maintaining flexibility** in development pathways to optimise the terminal and airside layout.

The Aviation Plan emphasizes **incremental expansion** to accommodate anticipated growth and Brisbane Airport over the next 20 years.

The Master Plan presents a combination of **short term** and **long term** projects.

A new terminal and runway naming convention has also been adopted in this master plan.



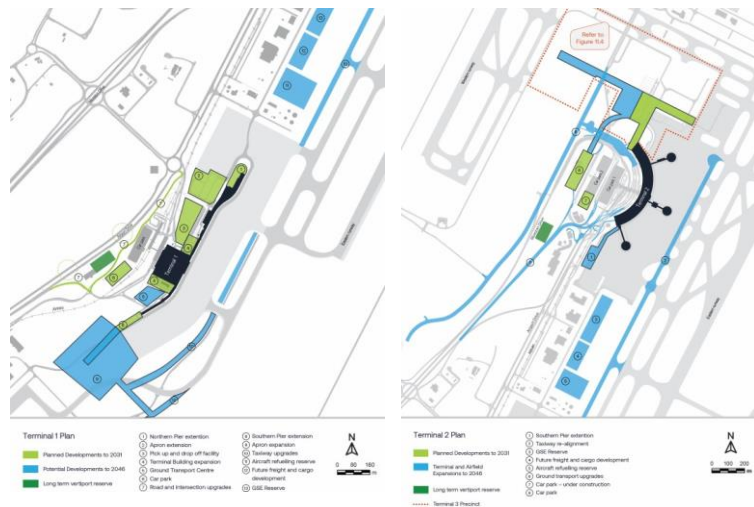
Commercial in confidence

31.

Terminal 1 and Terminal 2

Planned developments and upgrades include –

- Expansions and upgrades to departure lounges
- Baggage handling system upgrades
- Additional self service check in areas
- Additional carparking and road intersection upgrades
- Upgrades to the pickup and drop off area at Terminal 1



Commercial in confidence

32.

34

Terminal 3 Development Plan



Commercial in confidence

Terminal Three is planned to include –

- Co-location of domestic and international operations in the long term
- Passenger connection to the existing Terminal 2
- A terminal forecourt serving as an interchange space between kerbside, T2 and T3
- A hotel

Longer term plans also include –

- Integrated ground transport centre
- Common departure lounges including international border controls

35

33.

Decarbonisation

Scope 1 and 2 emissions

- BAC has achieved Net Zero (Scope 1 and 2) as of January 2025.
- Continuing to maintain this is a priority.
- Over 11MW of solar have been installed since 2020 with more capacity to come

Scope 3 emissions

- BAC is committed to reducing Brisbane Airport's carbon footprint more broadly, including Scope 3 emissions.
- Several initiatives are underway
 - Electrification of Ground Service Equipment
 - Member of Jet Zero Council
 - Collaborating with aviation and energy partners on the Hydrogen Flight Alliance
- Continuing to support Airport Collaborative Decision Making



Commercial in confidence

36

34.

Climate Adaptation

- Climate change adaption planning commenced in the early 2000s and has evolved over time.
- The initial focus was responding to sea level rise and now considers a range of risks within a five themes.
- Focus has broadened and considers other aspects, including
 - Renewable energy use
 - Waste management
 - Sustainable aviation fuel
 - Building design and access

Climate adaptation planning at Brisbane Airport is built on five themes

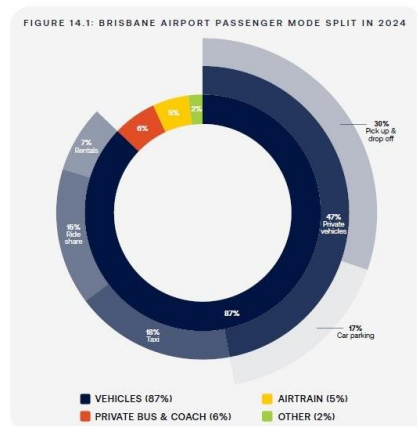


35.

Commercial in confidence

37

Connectivity - Where we are now.



Over 100,000 vehicles daily enter the Brisbane Airport Precinct



BNE is one of the city's biggest trip generators



Airport staff make about half of the trips to BNE and the immediate surrounds in the AM peak



BNE has a 100km catchment covering the South East Queensland region



On airport transport network comprises 87Km roads and 22Km cycling infrastructure



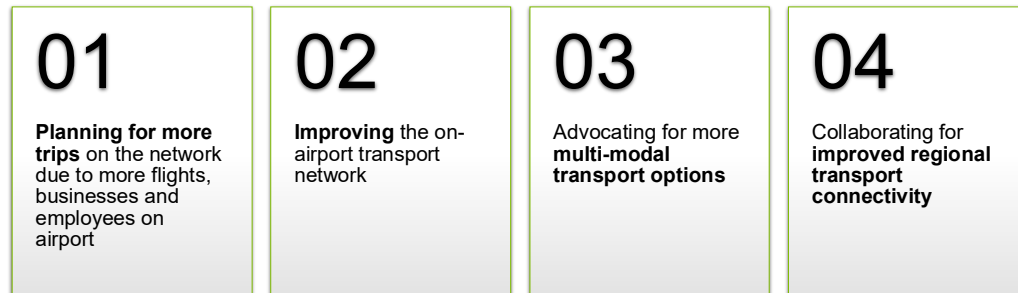
36.

Commercial in confidence

38

Connectivity – where we are going

The Ground Transport Plan directs the future development of network at Brisbane Airport, ensuring it can accommodate anticipated demand from passengers and workers.



Commercial in confidence

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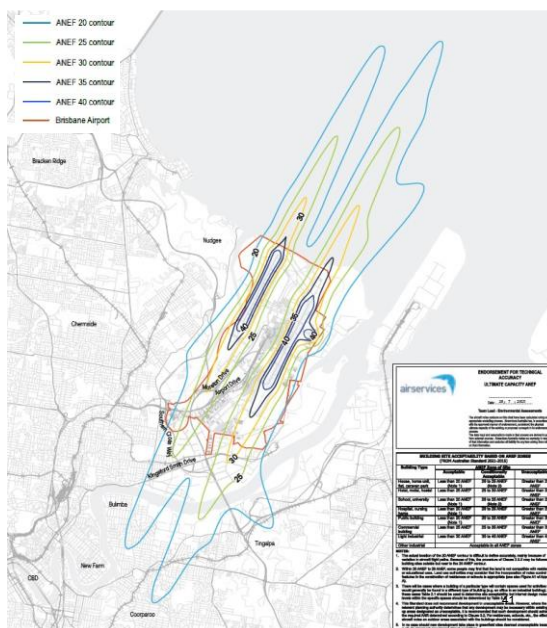


Commercial in confidence

38.

Australian Noise Exposure Forecast

- The 2026 Master Plan includes an ultimate capacity Australian Noise Exposure Forecast (ANEF 2026)
- The ANEF 2026 is modelled on current operation of flight paths and incorporates the calibration work undertaken in 2023 to better reflect noise monitors collecting real time data
- The ANEF 2026 does not include future options being assessed in the Airservices Noise Action Plan.
- The ANEF 2026 will be supplied to Qld Government and Brisbane City Council once the Master Plan is approved for application within the State and local planning scheme.



39.

Commercial in confidence

NASF Guideline A – Supplementary Noise Metrics

In Queensland, **N-contours** are increasingly used alongside traditional **ANEF (Australian Noise Exposure Forecast)** contours to provide a more detailed and understandable picture of aircraft noise exposure.

N-contours (or **N-above contours**) represent the **number of aircraft noise events** that exceed a certain decibel level at a location over a given time period. For example:

N70: Number of events per day (24 hours) exceeding **70dB(A)**.

N60: Number of events per night (11pm-6am) exceeding **60dB(A)**.



40.

Commercial in confidence

42

Upcoming engagement

Overview

Advertising and media	Courier Mail, radio and television, social media and email to databases
Elected representatives	Letters to all Elected Representatives across all levels of Government
Community events	Community festivals at various locations
Website	Dedicated portal with full documentation and mapping tool to input an address

Community events

Date	Event	Location
Pre-Public Comment Period		
12 July	Samford Show	Samford
Public Comment Period		
13 September	The Spring Parade and Carnival	Wynnum
14 September	Nundah Festival	Nundah
20-21 September	Kite Fest	Redcliffe/Clontarf
11 October	Aerospace Experience Day – Aviation High	Clayfield

Airport events Pop Up events

Events across Terminal 1 (Arrivals Hall), Terminal 2 Skywalk and Skygate between 11 August and 6 October



Commercial in confidence

43

41.

Next steps

Upcoming program

4 August – 30 October 2025	Formal public comment period
November 2025 – January 2026	Updates to the Preliminary Draft Master Plan after Public Comment Period.
Early 2026	Submit Draft Master Plan for Ministerial approval

Commercial in confidence

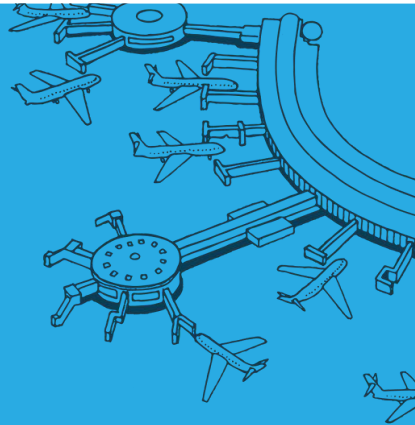
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42.



General Business

Community Representatives



43.

Appendix 2. Community Representative for Bowman

NOTES FOR BACACG MEETING - 5 AUGUST 2025

Thank you Nigel.

Welcome to the new representatives.

As representatives, it is important that we put forward the concerns of our individual electorates whilst respecting the problems facing other areas and, where possible, to look for solutions which may also benefit those areas.

No matter what is suggested, one fact remains :

Prevailing winds - whether from the North or the South - will necessitate overflying
one side of Brisbane or the other - no matter what the height

In the Redlands, that can mean - day and night - to and from the airport - during standard parallel runway operations PLUS additional traffic as a result of SODPROPS mode - more than likely to accommodate closure of the Southern end of the new parallel runway (now "Western runway") between 10pm and 6am for flights over the city - with times now being extended to various daytime hours.

I have a number of screen shots.

The content of some - will recap the basics.

Others are food for thought - and may - hopefully - produced some positive outcomes.....for both the residents of the wider Brisbane community and the Redlands.

BEFORE and AFTER

Commenced on 28 November 2024 following the Minister's Direction. The Peel Island path is operated both during standard parallel runway and SODPROPS operations ie day or night. The revised flight path is a definite improvement for the Redlands - provided it is followed and heights are observed.

SODPROPS mode

The YELLOW line represents where the path should be - but - as has been the case on numerous occasions - the flight path is regularly shortened without any apparent reason - if flight paths are shortened - designated heights are not achieved - the result being more disruption from aircraft noise.

HIGH ALTITUDE

Paths for arrivals and departures converge with high-altitude paths. Height differences at the RED SPOTS ensure safe separation but do not conflict with flight paths into or out of the Brisbane Airport.

SYDNEY

Sydney - with its nightly curfew - operates over a far greater ocean area than Brisbane. Sydney has clear ocean space - without residential islands to consider. (Footnote 1.)

BUSY SYDNEY

An example of the combination of paths negotiated in Sydney.

BRISBANE

- The PINK line is transposed from the Sydney diagram - approx 158 kms
- The GREEN line represents our "Over-the-Ocean" Solution - approx 155 kms
- The GREEN circled area around Point Lookout is to avoid disruption over a significant tourism

¹. 15mm=10 km scale at bottom left used to calculate the distances quoted - scale varies with printed size

destination, the environment within the Internationally recognised Ramsar Wetland and areas of significant scenic and cultural importance - AND the residents

- The red line is a possible compromise to the GREEN proposal
- Both the current BLUE and the RED/GREEN alternative are approximately 130 kms in length
- Conflict with the military restriction zone does not exist as it is much further to the East
- Arrival paths with Northerly winds during standard parallel runway operations are overland

HIGH-ALTITUDE

- Centre diagram incorrectly published by Airservices as "Figure 2" and should be "Figure 1"
- High-altitude flight path "C" in RED - circled in YELLOW on the left-hand diagram - is acceptable as it is a current path
- SCOTT and GUMKI - have been proposed and must also be acceptable
- SCOTT is mainly for flights to New Zealand - however - could be partly incorporated in the path for the "Over-the-Ocean" Solution

Question - Why is the "Over-the-Ocean" Solution continually rejected - particularly for departures with Northerly winds - unless it is solely a refusal to accept increased track miles ?

COMMENTS and CONCLUSIONS

- Reasons as to why the "Over-the-Ocean" and other requests have been rejected include, but are not limited to, those listed
- Comments on reasons given for rejection have been provided in GREEN at the bottom of the page
- The "Over-the-Ocean" Solution is not unsurmountable if a genuinely concerted effort is undertaken

Question - Is there any valid purpose in having many thousands of residents between the Redlands and Jimboomba endure the impact of aircraft noise and loss of amenity when there is the slightest possibility this could be avoided, particularly when wind is from the NORTH ?

Again, one Question remains - Is this SOLELY because of tracked miles and emissions
.....OR..... is it just in the "TOO HARD" BASKET ?

Finally, recently it was advised instructions had been given to ATCs:
to maintain published flight paths until over 20,000 ft, and
that requests for shortened flight paths are not to be granted

Separately I was informed that, in the past, training for an ATC focused on "getting an aircraft out of the ATC's sector as early as possible"

Question - Is this mentality still awarded at the expense of those on the ground and, if so WHY ?

What has been raised is based on, not only on my own views, but on numerous complaints from Redlanders.

Thank you for the opportunity to present this information.

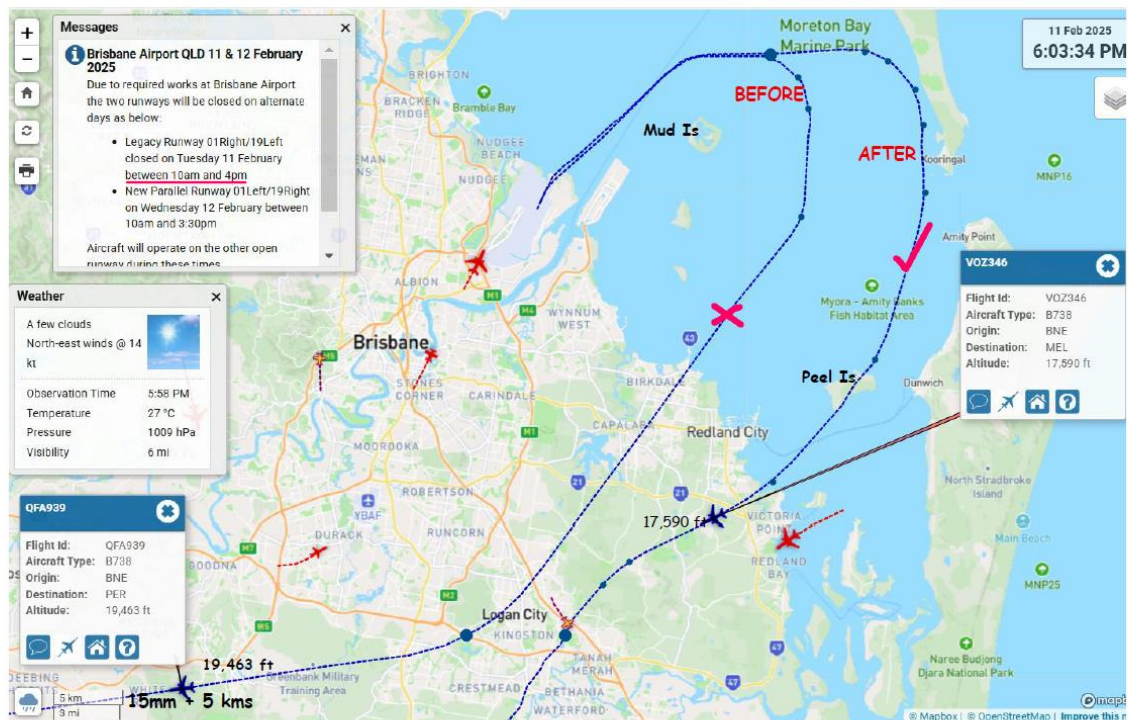
The diagrams will be tabled with the Minutes, however, if anyone wishes to have a copy in the meantime, I will be happy to oblige.

Karilyn Beiers

BACACG - Community Representative for the Federal Electorate of Bowman

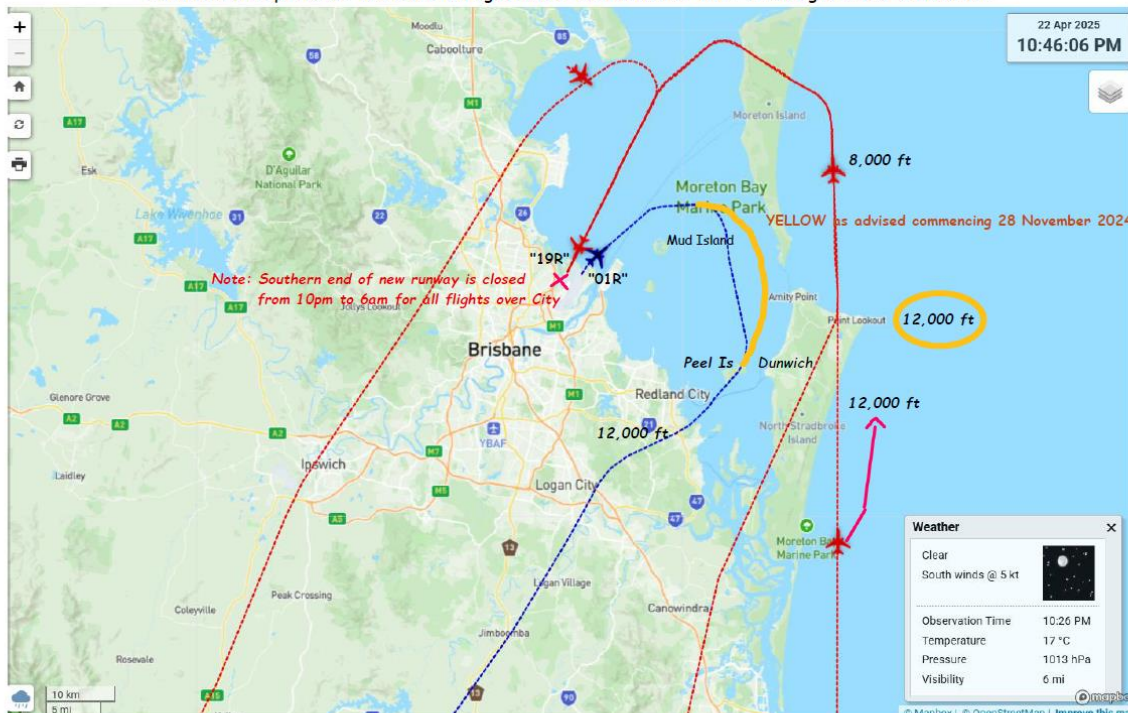
--oOo--

BRISBANE - 5 km Scale - Tuesday, 11 February 2025 at 6:03:34pm - Wind from Northerly Direction - 14 kt - Runway 01R
Departure Flight Paths before and after Minister's Directive implemented from 28 November 2024



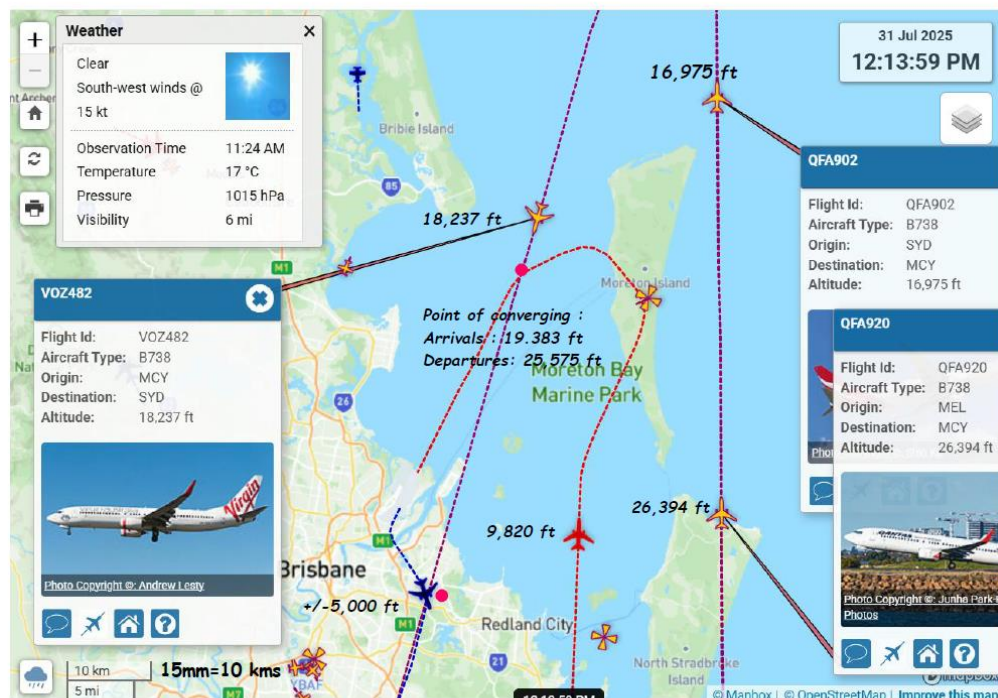
Page 1 of 1

BRISBANE AIRPORT - 10 km Scale - 22 April 2025 at 10:46:06 pm - South Winds at 5 kt
Arrivals and Departures - SODPROPS Flight Paths - 28 November 2024 following Minister's Directive

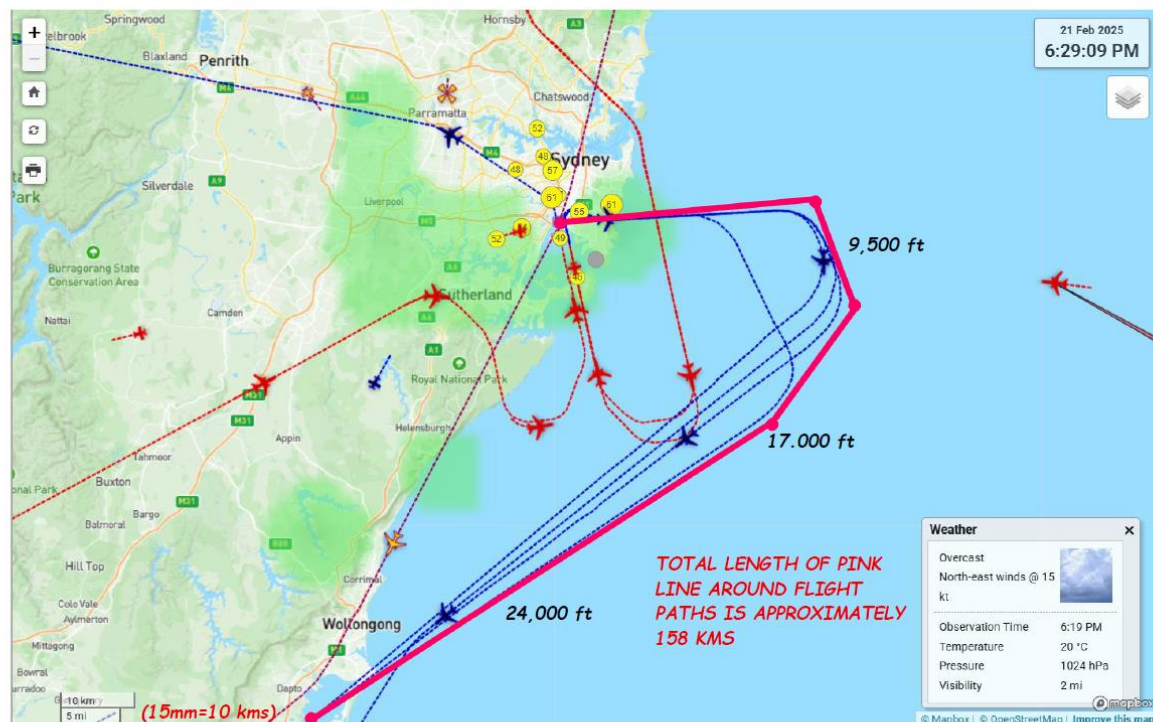


HIGH-ALTITUDE FLIGHT PATHS

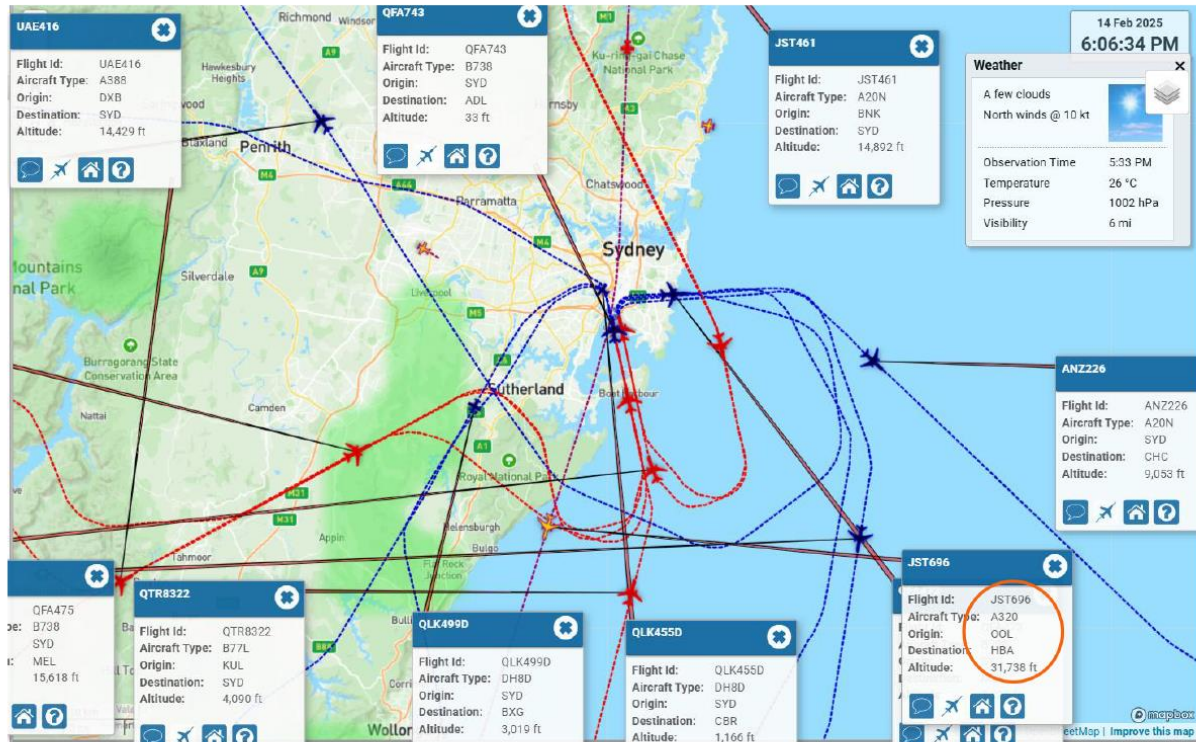
Departing and Arriving at Maroochydore (Sunshine Coast) Airport - 31 July 2025 - 12:13:59 pm



SYDNEY - 10 km Scale - 21 February 2025 - 6:29:09 pm - Wind from North-East at 15 kt

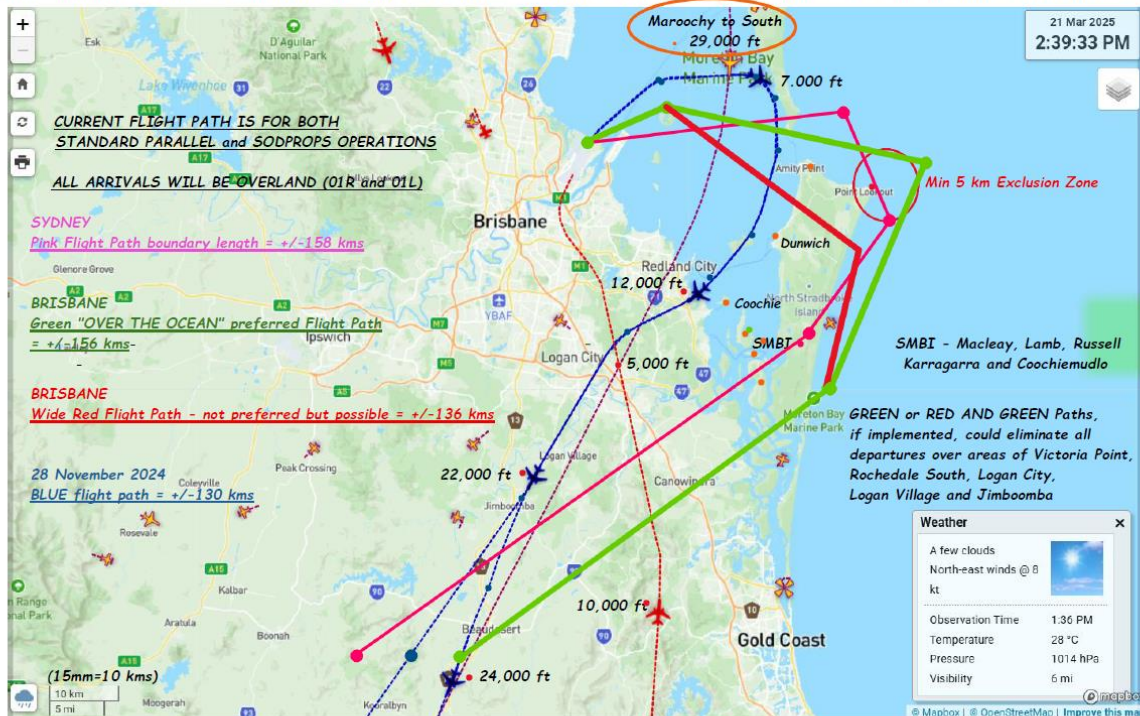


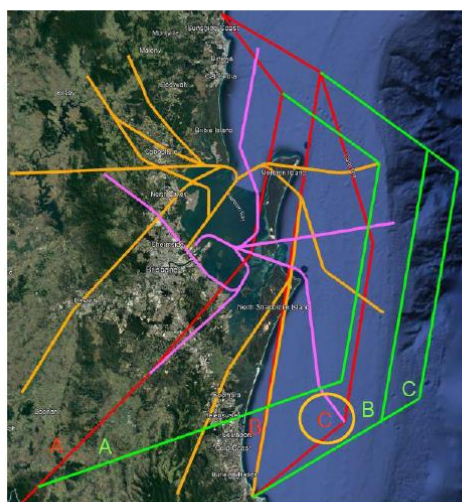
SYDNEY - 14 February 2025 at 6:06 pm - Arrivals and Departures - Northerly Wind - 10 kt



BRISBANE - 10 km Scale - 21 March 2025 at 2:39:33pm - Departures - Wind from North-East at 8 kt

Sydney Pink and Brisbane Green paths are approx 155 kms - Green/Red alternative is 136 kms - Current Blue path is approx 130 kms





The SANEG and SCOTT flight paths in the Bowman area are identical in BOTH MODES.

The "preferred options" indicate the GUMKI and SCOTT flight paths in Figures 1 and 2 are acceptable and that neither the restricted zone nor the high altitude flight path are compromised.

HIGH ALTITUDE FLIGHT PATHS

Phase 2 Options Assessment Report quoted:

"Further investigations will be undertaken" in particular "opportunities to minimise the increase in track miles"

Phase 4 Options Assessment quoted:

"Further assessment is in progress" "for potential implementation in 2025" (Appears decision not yet officially published - has it - when will it ?)

Phase 4 Options Assessment Report

Both diagrams are "Figure 2" however indicate Standard parallel operations is Figure 1 and SODPROPS mode is Figure 2.

The preferred options are shown in comparison with initial options and current flight paths for standard parallel operations in Figure 1 and in Figure 2 for SODPROPS (below).

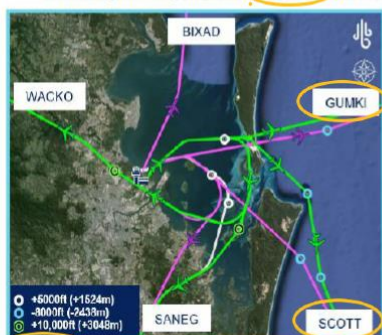


Figure 2: Standard parallel operations - current flight paths (pink), 2023 option (white) and preferred options (green)



Figure 2: SODPROPS - current flight paths (pink), 2023 options (white) and preferred options (green)

Current flight path "C" above, GUMKI and SCOTT all appear operational in the current and/or proposed locations, without compromise. Have tracked miles again triumphed ?

28 NOVEMBER, HIGH ALTITUDE PATHS, SODPROPS, and "OVER-THE OCEAN" SOLUTION

28 NOVEMBER - The announced flight paths are final and are to be operated for both standard parallel and SODPROPS (Bowman)

HIGH ALTITUDE FLIGHT PATHS

- Phase 2 - by moving busy day-time high-altitude paths further east they would be removed from the airspace in which SODPROPS operates (Note: these are mostly 25,000 ft and above - refer Brisbane diagram)
- Phase 4 - assessment was in progress for potential implementation in 2025
 - Written response 24 Feb 25 - Completed assessment - not feasible to move the high-altitude routes further east and the high-altitude proposals are "off the table" - AsA admits it would have been helpful had AsA communicated this decision
 - Flights cannot cross in and out from one ATC's control to another
 - Sunshine Coast/Gold Coast routes restrict change

SODPROPS

- Maximum of 40 movements per hour - priority at night - propose 10%-17% in daytime hours - no longer possible in +/- 10 years

"OVER-THE-OCEAN" SOLUTION

- Not a solution that can be implemented in the context of Brisbane's airspace
- Reasons include - *Restricted Areas - *increased track miles and emissions - *redesigning of new waypoints
- *conflict with flights into and out of Sunshine Coast and Gold Coast Airports - *conflict in SODPROPS mode

AIRSERVICES NOW ADVISES

- All flights must maintain the published flight paths until over 20,000 ft
- Requests for shortened flight paths, particularly from pilots, are not to be granted
- Exceptions are weather, track maintenance and/or emergencies

COMMENTS

- * RESTRICTED AREAS ARE NOT COMPROMISED
- * REDESIGN IS PART OF THE NAP PROCESS
- * MORE EMPHASIS TO BE PLACED ON MANAGING CONFLICT BETWEEN FLIGHT PATHS INCLUDING SODPROPS MODE
- *INCREASED TRACK MILES AND EMISSIONS FOR "OVER-THE-OCEAN" SOLUTION ARE WARRANTED

Appendix 3. Community Representative for Bonner

Local MP (Kara Cook) is aware of and interested to understand the aircraft noise issues across the electorate. She is keen to understand what the Aviation Sector is doing about flight path noise issues (during the Aug meeting the BAC Reps identified they are gathering and assessing noise abatement measures from around the world - Bonner Rep suggested that process should be amplified to at least local MPs and possibly BACACG members).

The Bonner community is engaged in aviation planning and operations processes. Flight path related noise remains the hot topic; however, it's not the only concern.

Positive view: Prospects of growth, jobs, modernisation and the reality of living in a modern large city. Certainly, supportive of improved access. Mindful of the need for proper planning for the benefit of future generations.

Negative views: Residents affected by aircraft noise are cynical and consider ongoing misrepresentation and false hope. They believe the current NAP is just playing around the edges and not delivering reduced noise across Brisbane. Some residents are concerned that the flight path planning is at odds with the SEQ Regional Plan with greenspace set aside for enjoyment and is being targeted for flight paths. Ongoing concerns for chemical pollution (fuel/ PFAS) in stormwater runoff. The anti-aircraft noise lobby remains focused on curfew, caps and disruptive behavior.

Question/ requests presented by the representative:

1. Report/ update on AAB business and actions. Specifically, AAB Action 8.5 dated 22 May 2025 - Noise Sharing Factsheet. Also looking for regular updates from the AAB to BACACG.
2. BACACG to confirm there is engagement with QLD Government regarding the SEQ Regional Plan and the flight path planning tool.
3. BACACG to provide a report on proactive measures being explored to make SODPROPS a long-term noise abatement procedure.
4. BACACG to make available any area monitoring of aircraft emissions from areas exposed to overflights. Many residents living under flight paths are concerned about surface and water pollution from aircraft exhaust.
5. Given the recent Air India tragedy, is there a process to trigger reviews of operations to apply learnings. BAC reps confirmed this is the case and sited several 'recent' incidents at other airports where this had occurred within BAC.