



BACACG MEETING MINUTES

Location:	BAC Head Office, 11 The Circuit, Brisbane Airport, 4008 QLD
Date:	Tuesday 26 November 2024
Chair	Nigel Chamier AM
Attendees	<p>Nigel Chamier (Chair)</p> <p>Tim Roskams (Community representative for Federal Seat of Brisbane)</p> <p>Karilyn Beiers (Community representative for Federal Seat of Bowman)</p> <p>Professor Laurie Buys (Community representative for Federal Seat of Moreton)</p> <p>Andrew Marshall (QLD, SA and NT Airports, Department of Infrastructure)</p> <p>Melissa Griffiths (QLD, SA and NT Airports, Department of Infrastructure)</p> <p>Brendan Mead (Qantas)</p> <p>Scott Mitchell (Virgin Australia)</p> <p>Marion Lawie (Airservices Australia)</p> <p>Donna Marshall (Airservices Australia)</p> <p>Sian Balogh (BAC)</p> <p>Portia Allison (BAC)</p> <p>Tim Boyle (BAC)</p> <p>Anthony Cicuttini (BAC)</p> <p>Jessica King (BAC)</p>
Attendees (online)	<p>Caroline Hauxwell (Community representative for Federal Seat of Ryan)</p> <p>Michael Hawkins (Community representative for Federal Seat of Dickson)</p> <p>Matt Loveday (Community representative for Federal Seat of Bonner)</p> <p>Joshua Kindred (Community representative for Federal Seat of Petrie)</p> <p>Alex Dallwitz (Aircraft Noise Ombudsman)</p> <p>Thomas Stacey (BCC)</p> <p>Neil Bain (Airservices Australia)</p> <p>Siobhan Cornett (Airservices Australia)</p> <p>Alex Tikoft (Airservices Australia)</p> <p>Andy Bauer (Virgin Australia)</p> <p>Guest:</p> <p>Kim Jordan (Brisbane Airport Airspace Advisory Board)</p>
Apologies	<p>Dr. Sean Foley (Community representative for Federal Seat of Griffith)</p> <p>Daniel Ryan (Community representative for Federal Seat of Lilley)</p> <p>Chris Kang (Community representative for State Seat of Clayfield)</p> <p>Rachel Crowley (BAC)</p> <p>Henry Tuttiett (BAC)</p>

AGENDA ITEMS

10 am

Chair:

Welcome.

Acknowledgement of Country.

Confirmed the minutes for the last BACACG meeting on the 25 June 2024.

Chair update:

- Welcomed Kim Jordan, Chair of the Brisbane Airport Airspace Advisory Board (AAB), as a guest.
 - Welcomed new representative, Melissa Griffiths (MG), Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
 - The Chair acknowledge directive from the Minister for Infrastructure, Transport, Regional Development, Communications and the Arts that Airservices will prioritise SODPROP operations by 30th November 2024.
 - The Chair acknowledge imminent release of the final report and recommendations from the Senate Inquiry into Aircraft Noise.
 - The Chair advised they have offered for the Airservices Australia CEO, Rob Sharp, to join a meeting in 2025.
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BACACG Secretary Update:

Sian Balogh (SB), Community Engagement Manager at BAC and BACACG Secretary, provided an update of incoming and outgoing correspondence to the BACACG email inbox and incoming aircraft noise feedback. SB advised that there has been a decrease in correspondence received to the BACACG inbox relating to aircraft noise complaints.

SB noted potential dates for meetings for 2025.

SB advised no outstanding actions relating to BAC.

The Community Representative for the Federal Seat of Ryan questioned whether Airservices Australia intends to release raw data from noise monitoring efforts. Donna Marshall (DM), Airservices Australia, advised that Airservices Australia does not currently intend to release raw data and has no further update on applicable timeframes.

Airspace Advisory Board | Kim Jordan - Chair

Kim Jordan (JB), AAB, provided an update on the AAB and its operations. KJ advised that the former Chair, Ron Brent, resigned and that she has taken the role of chair for the past two meetings. KJ advised that the AAB Annual Report is available on the Department of Home Affairs website.

KJ advised that the operation of the AAB has included informal meetings between stakeholders, the AAB Chair, and AAB representatives. KJ advised that the first year of the AAB prioritised establishing rapport and trust between organisations represented on the AAB. KJ advised that the next year of the AAB will include a review of the Terms of References, and that the Minister's Office is amendable to potential changes. KJ advised questions and answers raised through the AAB are posted on the AAB webpage for public awareness, includes an issues register maintained by the Department of Infrastructure.

KJ reaffirmed that the current AAB scope does not include matters relating to water contamination or health impacts. The relationship between the AAB and BACACG is to pass on items that fall outside the scope of the AAB and share relevant information, with the goal to limit double handlings.

KJ advise they also hold the position of Chair for the Melbourne Airport Community Aviation Consultation Group (MEL CACG). KJ provided an overview of the operation of the MEL CACG, including the type of representatives that form the CACG which are chosen by the Chair. KJ advised that the MEL CACG was

involved in the 3rd Runway applications and approval process, including confirmation that the CACG will be involved in a mandatory 20-year community health study relating to aircraft noise.

Questions:

- The Community Representative for the Federal Seat of Brisbane queried whether the AAB will push to include health impact in future TORs. KJ advised the AAB is awaiting release of the Seante Inquiry recommendations to guide what topics should be included in the TORs.
- The Community Representative for the Federal Seat of Bonner referred to the September AAB minute where the Chair called for potential voluntary initiative from airlines to lessen the effect of aircraft noise. The representative queried why BAC was not also asked for voluntary initiatives. KJ advised that BAC has previously been in discussions about voluntary initiatives and that initiatives from both organisations are preferably, however the conversation referenced in the minutes was particular to the airlines.

BAC Update | Passenger + Aviation & Community

Anthony Cicutini (AC), Head of Aviation Business Development at BAC, provided an update on passenger numbers and aviation. AC advised that both domestic and international passenger numbers are considered 'recovered' from COVID-19. AC advised that most international routes have recovered, with a few increasing compared to pre-COVID numbers, including Japan. AC advised USA, China & Hong Kong are awaiting pre-COVID numbers.

AC advised recent and upcoming aviation updates:

- American Airlines launched BNE to Dallas route in October, starting with 5 flights per week and increasing to 7 in December
- Qantas launched 4 flights per week to Manila in October
- Qantas increased capacity for flights to Christchurch, Wellington, and Singapore
- China Eastern and China Southern increased to daily flights
- Delta Airlines launches BNE to Los Angeles 3 times per week in December
- Jetstar launches BNE to Bangkok 3 times per week in December

AC advised that as a part of the process of attracting airline and new routes the BAC Aviation Team also incentivises airlines to pick less impact arrival/departure times, i.e., outside of the 10pm-6am window. AC advised that this is actioned through contractual agreements with the airlines for potentially lower costs of airport services, however the incentives are not always taken by airline partners.

Questions:

- The Community Representative for the Federal Seat of Brisbane questioned whether, with the increase in flights and increase in noise, what incentives there are to reduce noise. The representative also questioned whether the decision not to fly at night is driven by the airport or airline. AC advised that the decision is made by both the airline and airport, the process is not 'differential pricing' but instead commercial agreements for costs related to, for example, landing charges. The representative queried whether the airport is going to employ formal differential charging like Schiphol Airport. Tim Boyle (TB), Head of Airspace Management, advised that the airport is exploring opportunities like differential charging and the success of other airports overseas. TB advised that changes cannot be made until renewal of agreements and existing contracts are in place until 2026-7. TB advised that there is a consideration that changing the charging models may not change the behaviour of operators. The representative advised that some change is better than nothing and quieter aircraft are essential. TB advised that further investigation is needed into the efficacy of differential pricing with considerable amount of consultation and eventually approval from the ACCC.
 - The Community Representative for the Federal Seat of Brisbane questioned out of the airlines that have opted to take a voluntary 7 knot tailwind over the water, what percentage of flights do take the
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voluntary tailwind option. TB advised they will locate the information and provide to the representative.

- The Community Representative for the Federal Seat of Bonner referred to the Seante Inquiry and comments made about pilots applying for exemption for SID procedures as they were not able to meet published standards for climb gradients. The representative queried whether there was data on the amount of exemptions granted. DM advised data can be located and provided.

SB provided an update on the work completed by the BAC Community Engagement Team, including events with the Brisbane Airport 'BENNY' van and ongoing engagement with Universities and school groups.

SB advised that general feedback to BAC has increased since the progression of Future BNE projects in the Domestic and International Terminals.

Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts – Aviation White Paper Update

Andrew Marshall (AM), Department of Infrastructure, provided an update on the release of the Aviation White Paper. See Appendix 1 for details provided by the Department of Infrastructure.

Questions:

- The Community Representative for the Federal Seat of Brisbane questioned what difference there are between the Green Paper and White Paper, specifically how community feedback was used in developing the White Paper. The representative also questioned why reference to the ICAO balanced approach towards aircraft noise was removed between the Green Paper and the White Paper. The representative also questioned whether any cost-benefit studies have been completed in reference to the White Paper initiatives. AM advised will take the questions on notice and provide a response. The representative also queried whether the Department would make a commitment to redoing an EIS for existing residents and areas. AM advised it is not something the Department can commit to. DM advised that the request is outside the Department's remit to re-do approved studies as they are related to planning approvals.

Airservices Australia Update

Marion Lawie (ML), Airservices Australia, provided an update on the Noise Complaint and Information Service (NCIS) and Noise Action Plan for Brisbane (NAP4B). ML advised that complaint data is available on the Aircraft in Your Neighbourhood webpage. ML advised there was an increase in complaints from Balmoral and New Farm, related to the temporary runway works on the Legacy Runway between June-September. ML advised that due to bad weather there has been impacts to aircraft movements.

ML provided an update on the NAP4B and advised that Phase 5 was completed in September with reporting to be brought forward by March 2025, pending impacts from a Federal Election. Reporting will consider what recommendations can be brought forward from other phases/packages. ML advised that TRAX will provide feedback on additional/alternative topics/considerations that should be brought forward. ML advised that TRAX is still progressing work on Package 4.

ML advised that the last round of community engagement (August-September) was led by TRAX and saw stronger engagement during Phase 5 compared to Phase 4. ML advised that the most recent engagement included new community members that have previously not engaged, and the scope was more applicable to more residents. ML advised that approx. 2,800 items of feedback were received during the Phase 5 program.

ML advised that Airservices Australia received questions submitted by the Community Representative for the Federal Seat of Bonner and answers to the questions will be sent to the representative after the meeting.

Brisbane Airport Sustainability Update

Jess King (JK), Head of Sustainability at BAC, provided an update on the sustainability initiatives and programs at BAC. JK advised that BAC is currently reviewing its sustainability strategy as a part of a larger corporate strategy review. JK advised that BAC's key commitments in sustainability are to:

- Achieve net zero carbon emissions for scope 1 and 2 emissions by 2025
- Support the Clean Skies for Tomorrow initiative for 10% global sustainable aviation fuel by 2030
- Achieve 50% recycled water by 2030
- Achieve zero waste (operational) to landfill by 2030

JK advised that BAC will achieve net zero for scope 1 and 2 emissions by January 1st, 2025, which equates to over 97% reduction of emissions onsite with remaining percentage offset through TEM as an offset provider.

JK states BAC supports a range of sustainable initiatives onsite, including electrical charging stations in the airside environment to support the change to electric airside vehicles. JK advised that onsite organisation, STRALIS, complete their first propeller spin test for their hydrogen powered aircraft. JK advised that BAC is continuing to represent Australian Airports on the national Jet Zero Council after being asked to remain for a second year.

Community Representative General Business and Discussion

The Community Representative for Federal Seat of Bonner

- The representative questioned whether Airservices is considering multiple departure paths as a part of Package 3 and 4. ML advised that departure paths are not currently a part of the works due to the varying nature of departures and that they can be taken on a number of angles depending on the conditions. The representative advised that their community would like to see more varying departures. ML advised that feedback from community members about departure paths varies as some representatives prefer not to have varying paths.
- The representative also provided additional questions (see Appendix. 2).

The Community Representative for the Federal Seat of Ryan

- See Appendix. 3 for question tabled/asked by the representative.
 - The representative questioned what BAC will do to meet commitments made in the original (New Parallel Runway) EIS and/or will BAC conduct a new environmental impact assessment. TB advised that BAC is not considering publishing a new environmental impact report for the New Parallel Runway and that information relating to noise contours is available through published ANEF contours. The representative questioned how BAC will meet standards set in the EIS. TB advised that the standards referenced in the representative's question were not expressed in the EIS. DM advised that the original operation of the New Parallel Runway under the original provision of a 10 knot tailwind would only have applied at night, with 5 knots during the day to operate SODPROPS. DM advised that SODPROPS is being used in line with the original EIS, with the original EIS stating that SODPROPS would not be a viable day-time procedure by 2035. The representative questioned BAC's actions. TB advised that BAC is funding another safety case to apply to CASA to change the tail wind knot and working with airlines to adhere to noise abatement procedures.
 - The representative questioned whether the Department would support/require a new EIA. DM advised that under NAP4B Package 4 there will be a new EIA. DM advised the Department cannot require an EIA for a program of works that has not yet commenced. AM advised that the Department is interested in processes under formal applications, like a Master Plan which includes information to be submitted to the Department regarding future land use and environmental impacts.
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- BAC and the Department to respond to the representative before the next BACACG meeting.

The Community Representative for the Federal Seat of Dickson

- The representative shared feedback from their community on the construction occurring at BAC's Domestic Terminal and frustrations felt with the changes. The representative also shared feedback on the transport options to Brisbane Airport. SB advised BAC can provide an update on transport at a future meeting.

The Community Representative for the Federal Seat of Bowman

- The representative tabled questions for Airservices Australia to respond to directly, see Appendix. 4.

The Community Representative for the Federal Seat of Moreton

- The representative advised that residents in their community are impacted by arrivals on both runways and wants to confirm that their community is being considered as apart of NAP4B. The representative advised that the community is impacted by the noise made by aircraft lowering landing gear over residents. The representative queries what airlines can do to keep landing gear up as long as possible. Brendan Mead (BM), Qantas, advised that airlines have specific procedures in place and heights when landing gear needs to be deployed for safety purposes. BM advised that the deployment of landing gear can also be used to slow the aircraft before arrival. The representative asked whether BAC could communicate request for landing gear to be kept up as long as possible with the airlines. TB advised can communicate request.

The Community Representative for the Federal Seat of Brisbane

- The representative questioned why Airservices does not publish the progression graphic of the NAP4B phases publicly (see Appendix. 1). ML advised that the graphic currently requires explanation but is looking at refining it for the purpose of being shared publicly.
- The representative stated that the assertion that the community is in favour of noise sharing does not reflect his experience and feels that it is an executive decision rather than a measure supported by the community. DM advised that Airservices receives split feedback on the proposal of noise sharing, and it is prioritised as it is the main focus of the implementation review. DM advised that Airservices made a commitment to investigate noise sharing and will continue to do so.

Close Meeting | Final Comments from Chair

Meeting closed at 12:00pm.

Dates for the 2025 meetings will be released by the Secretary.

Next meeting to occur in 2025 - Action items below carried forward to next meeting.

Action Items	Owner(s)	Deadline	Status
Noise monitor raw data: AA is continuing discussions with the AAB on how to approach raw noise data, and an update will be provided at next meeting.	AA	Ongoing	In progress

OFFICIAL

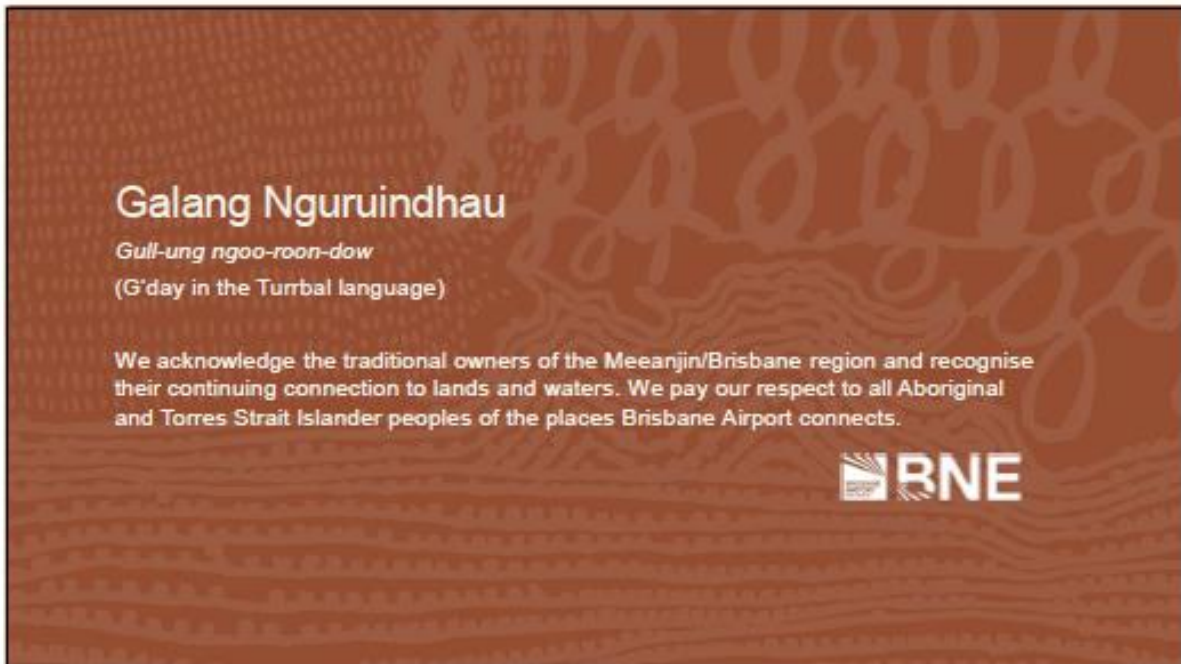
BAC to locate the information on which airlines are taking the voluntary 7-knot tailwind and provide to the Representative for the Federal Seat of Brisbane.	BAC	Next Meeting	In progress
The Community Representative for the Federal Seat of Bonner referred to the Senate Inquiry and comments made about pilots applying for exemption for SID procedures as they were not able to meet published standards for climb gradients. The representative queried whether there was data on the amount of exemptions granted.	AA	Next Meeting	In progress
The Community Representative for the Federal Seat of Brisbane questioned why reference to the ICAO balanced approach towards aircraft noise was removed between the Green Paper and the White Paper. The representative also questioned whether any cost-benefit studies have been completed in reference to the White Paper initiatives.	DTIRDCA	Next Meeting	In progress
The Community Representative for the Federal Seat of Ryan tabled questions for DTIRDCA and BAC (Appendix 3)	DTIRDCA / BAC	Next meeting	Complete
The Community Representative for the Federal Seat of Bowman tabled questions for Airservices Australia (Appendix 4)	AA	Next meeting	In progress
The Community Representative for the Federal Seat of Moreton asked whether BAC could communicate request for landing gear to be kept up as long as possible with the airlines.	BAC	Next meeting	In progress

APPENDICES

Appendix 1. Meeting presentation



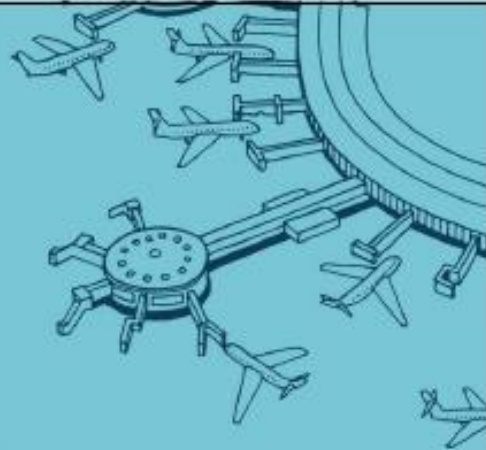
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CHAIR'S UPDATE

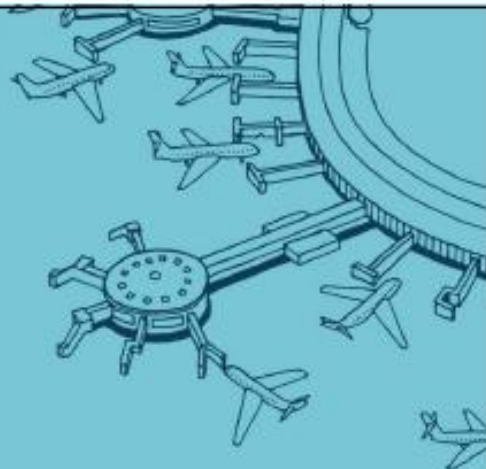
Nigel Chamier AM



3

SECRETARY'S UPDATE

Siân Balogh
BACACG Secretary



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BACACG CORRESPONDENCE | UPDATE

Action items from previous minutes:

- Airservices to provide update on raw noise data post discussion with AAB
- BACACG Secretary to share Sustainability Program information with the Community Representative for the Federal Seat of Griffith.
- Airservices to share NAP4B document outlining scope of package 3 and package 4.

Dates for meetings next year:

- Wed 12 March
- Wed 25 June
- Wed 17 Sept (TBC)
- Wed 3 Dec



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FEEDBACK RECEIVED | SEPTEMBER - OCTOBER

Aircraft Noise - incoming into BACACG inbox

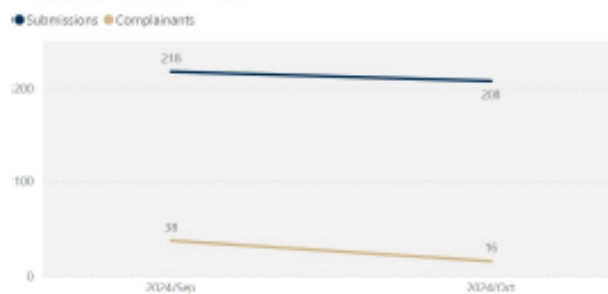


74 submissions from 48 complainants

Top 10 suburbs by submissions



Aircraft noise feedback received



6



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AAB – THE FIRST YEAR

Report to Minister for first year – www.infrastructure.gov.au/sites/default/files/documents/brisbane-airport-community-airspace-advisory-board-annual-report-2023-january-to-december-2023.pdf

- Four formal meetings
- Many offline meetings & discussions
- Establishing rapport within the group
- Steep learning curve for all participants

Brisbane

Moray Bay Marine Park

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AAB – FOCUS FOR THE SECOND YEAR

- 1 Provide constructive and practical input to:
 - maintain or improve consistency of airspace operations with the Noise Action Plan
 - provide potential and possible airspace improvement measures and noise abatement procedures
- 2 Active use of independent consultant Think Research to progress and review ideas
- 3 Provide more information on the AAB webpage
- 4 Review Terms of Reference

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AAB – SCOPE & LIMITATIONS

AAB considers noise, not:

- Water quality
- Health impacts
- Regulatory regimes
- Involvement in masterplan, MDP at a wider level

Relationship with BACACG

- Pass on items out of scope
- Share information
- Work to engage with community

Issues Register

- Maintained by Department
- Reviewed and updated with any action
- Will be on AAB website

Contact AAB

AAB.Secretariat@infrastructure.gov.au

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MELBOURNE CACG

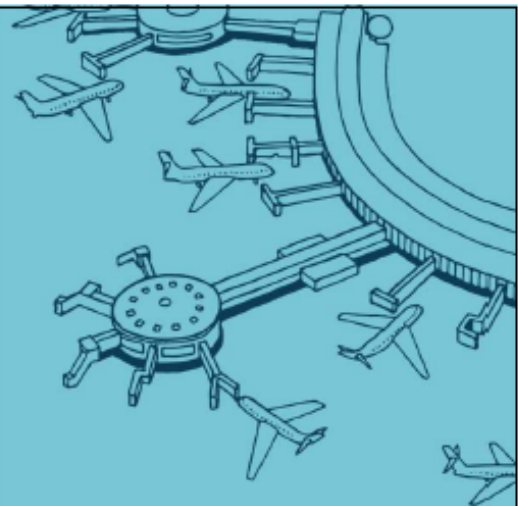
- Membership
- Third runway MDP approval – 27 pages, 8 sections. Requirement for ongoing community involvement

	MDP Approval Conditions	Community involvement
1	Eastern Extension Project	Responding to community concerns
2	MDP Commitments Register & Reporting Plan	Must provide progress reports to CACGMA
3	Noise Sharing and Airspace Concept Plan	Must consult with CACGMA
4	Noise Amelioration Plan and Program	Must consult with CACGMA
5	Community Health Study – 20 years	Must consult with CACGMA on: <ul style="list-style-type: none"> • Who is appointed • Draft ToR • Annual progress reports
6	Extended Timeframe	Responding to community concerns
7	Environmental Conditions	
8	Submission and Publication of Plans	

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BAC UPDATE

Anthony Cicuttini
Siân Balogh

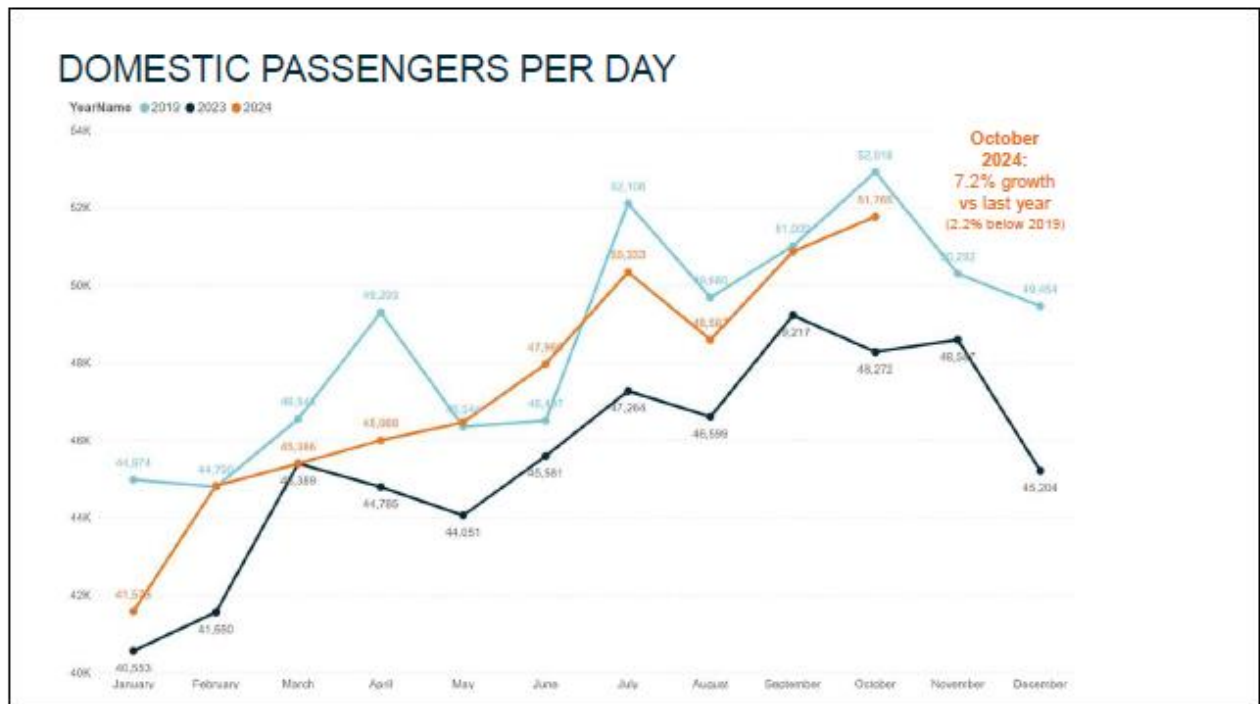


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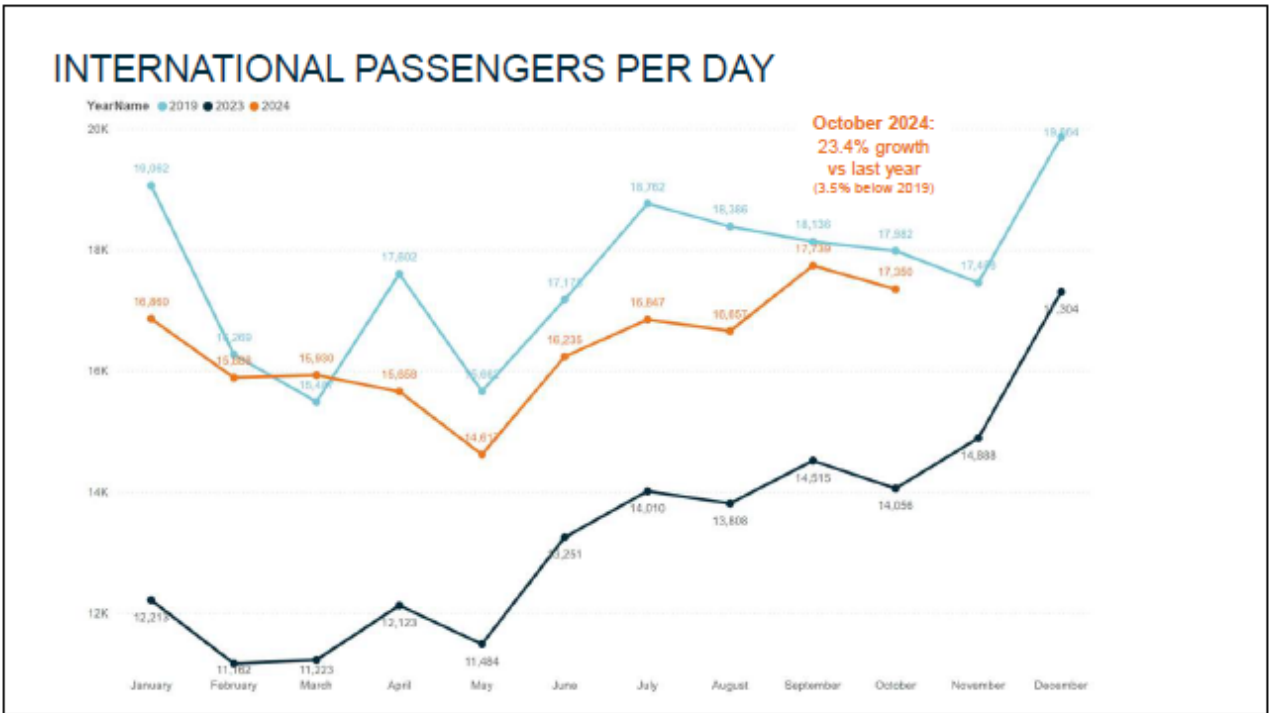


AVIATION UPDATE

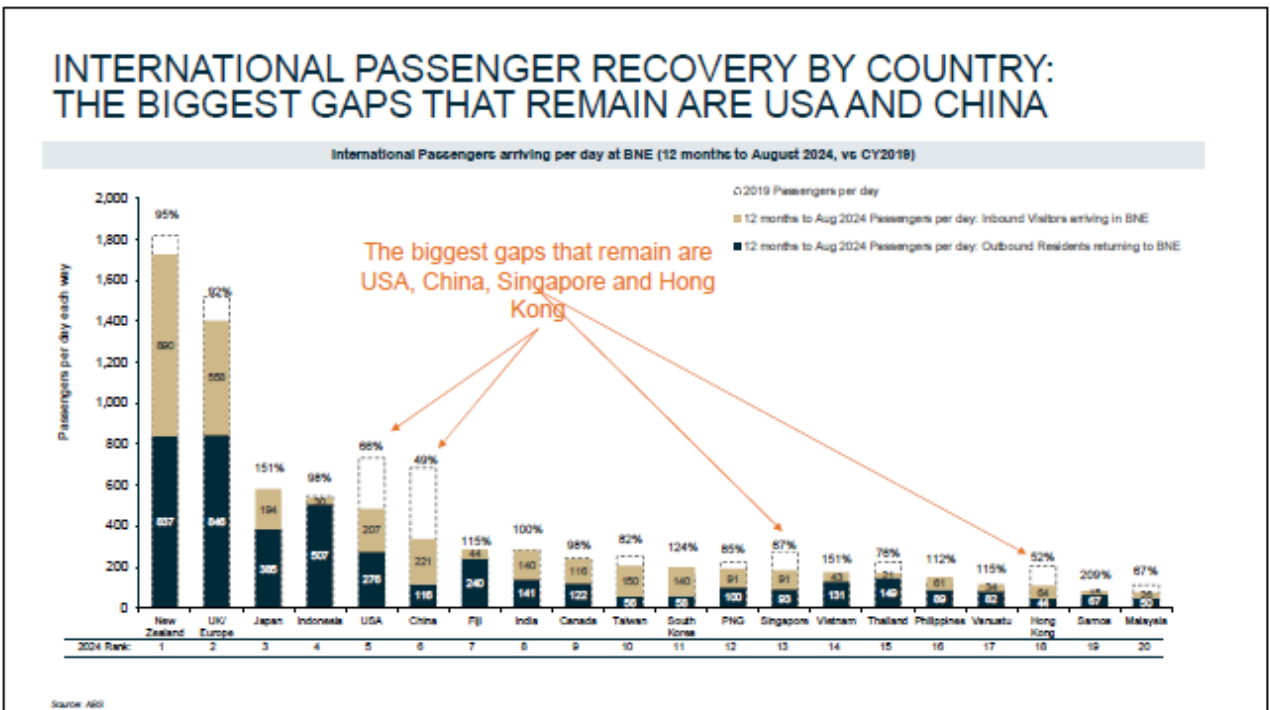
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**AMERICAN AIRLINES LAUNCHED LATE-OCTOBER WITH B787
0615 ARRIVAL, 0940 DEPARTURE**



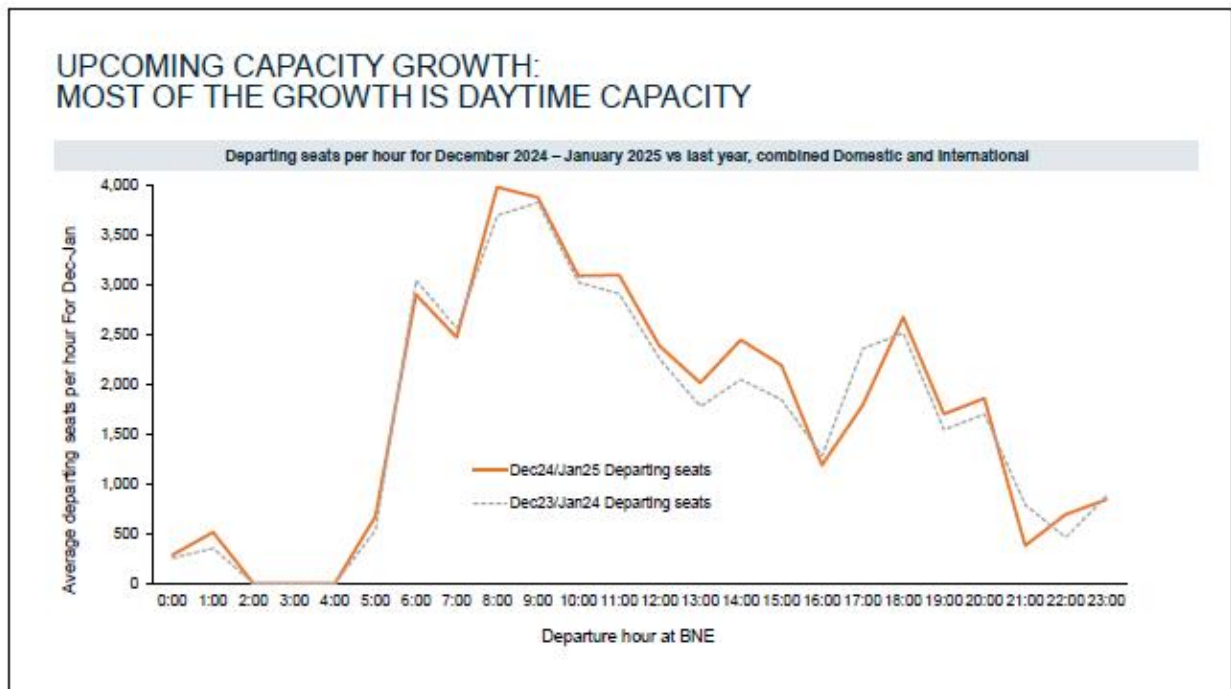
Recent International capacity growth

- American Airlines launched 5pw to Dallas 29 Oct, increasing to 6pw mid Nov, and 7pw from early December
- Qantas launched 4pw to Manilla on 28 Oct
- Qantas growth on Christchurch, Wellington and Singapore
- Cathay Pacific increased on Hong Kong from 6pw to 10pw
- China Eastern & China Southern increased to daily

Upcoming international capacity growth

- Delta Airlines launch 3pw to Los Angeles on 6 December with A350
- Jetstar launch 3pw to Bangkok on 13 December

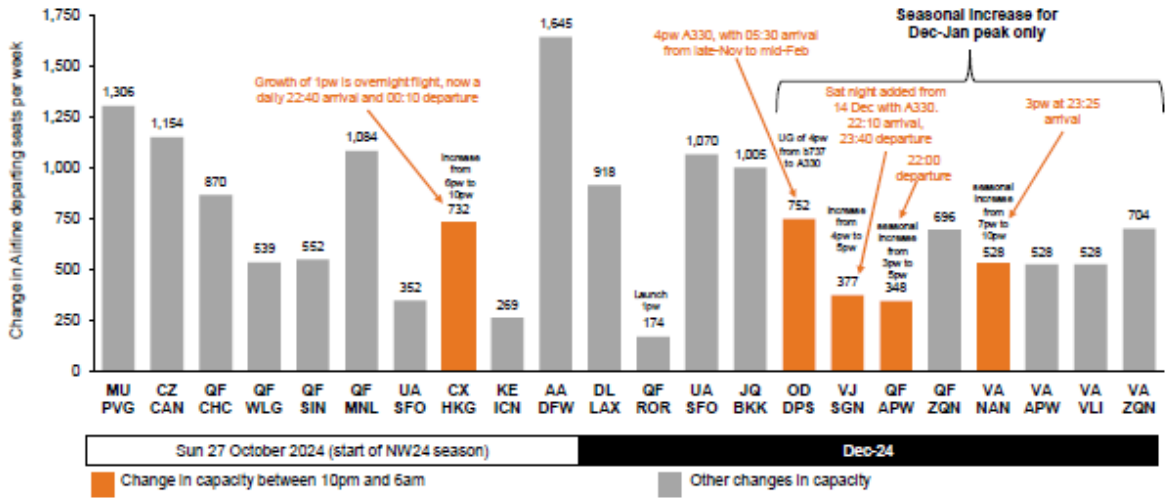
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UPCOMING INTERNATIONAL CAPACITY GROWTH: ONLY A SMALL PORTION OF GROWTH IS OVERNIGHT FLIGHTS

Major Changes in International Airline Departing Seats per week* (one way) for Late-October to December 2024



* schedule change that is for 5 weeks or more duration. For example, a small increase in frequency for 2 or 3 weeks is not shown here

BRISBANE AIRPORT CORPORATION

COMMUNITY UPDATE

COMMUNITY ACTIVITIES | SEPTEMBER - NOVEMBER

BAC's Community Engagement Update

The BAC Team has continued to increase community engagement activities, including the following:

- BENNY Van at Kite Fest – Redcliffe
- Six school tours and presentations
- Sponsor of Aviation Australia's Aerospace Industry Education Awards
- BAC, United Airlines and Aerospace Gateway to Industry Schools (AGISP) Immersion Experience Program + Girls in Aviation Day event
- Plane Spotters event for American Airlines inaugural flight
- Lost Property Auction in October raising funds for Courier Mail Children's Fund
- RSL fundraisers on Skywalk in the lead up to Remembrance Day

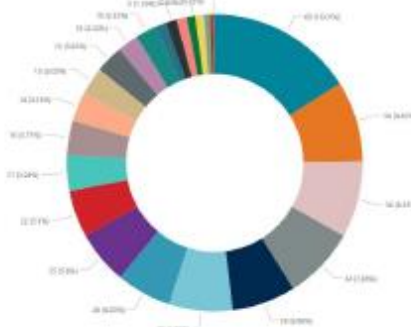


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PUBLIC FEEDBACK: SEPTEMBER - NOVEMBER

General Feedback (excluding noise)

- Submissions by Issue
- Issue
 - Fencing
 - Facilities - Cleaning maintenance
 - Facilities - Power
 - Facilities - General
 - At the station
 - Boarding - Other
 - Boarding - Retained
 - Board
 - Courtesy/Waiting Times
 - Boarding - Priority
 - Boarding - Priority
 - Boarding - Priority
 - Other
 - Assistance
 - Mobile App
 - Signage
 - Staircase
 - Accessibility
 - Push Up & Stay off
 - Sign, Post or Board
 - Lost property
 - Other
 - Customer Service
 - Community and stakeholder engagement process
 - Quality
 - Travel Related Services



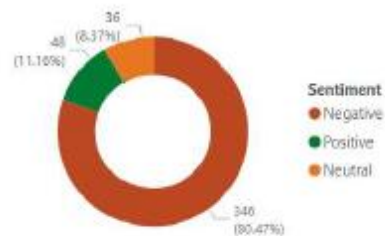
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Number of submissions

430

Number of complaints

Sentiment of submissions

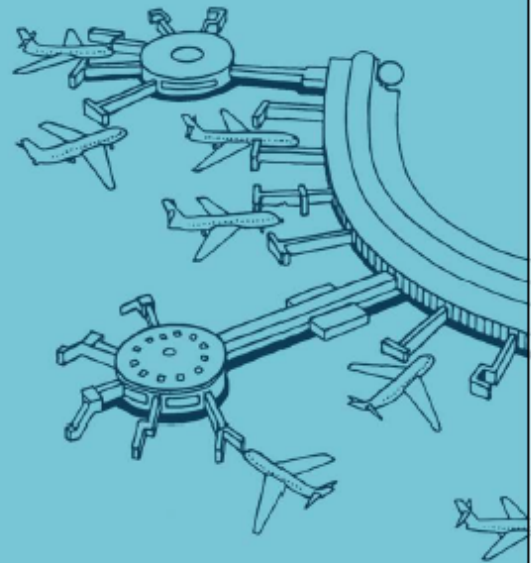


NB. Screening is now split into 3 categories for reporting purposes. Together they make up the top issue (79).

Total passengers for the period = 5,868,975 (to 24 Nov 2024)

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DEPT OF INFRASTRUCTURE, TRANSPORT, REGIONAL DEVELOPMENT, COMMUNICATION & THE ARTS



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Aviation White Paper (AWP)

The AWP sets out the government's long-term policy vision to deliver a safe, competitive, sustainable, productive and efficient aviation sector out to 2050.

- Released on 26 August 2024
- Focuses on 10 aviation policy areas
- 56 policy initiatives developed through extensive consultation with the aviation industry, state and territory governments and communities
- Links to the AWP and supporting factsheets are provided at end of presentation

20 December 2024

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AWP - consumer and competition

A better passenger experience

- Strengthening aviation consumer experiences – including to make travel more accessible for people with disability
- Establishing an Aviation Industry Ombuds Scheme

Competitive & efficient aviation sector

- Reducing barriers to competition in the aviation sector
- Consulting on and revising Aeronautical Pricing Principles
- Considering whether current settings are effective as part of next periodic PC inquiry into the economic regulation of airports

20 December 2024

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AWP - workforce and transition to Net Zero by 2050

A skilled, secure and productive aviation workforce

Addressing workforce challenges such as:

- shortages - pilots, engineers, cabin crew and security screening personnel
- training and overseas skill recognition
- gender equity (establish a Gender Equity Charter)

Maximising aviation's contribution to net zero by 2050

- Exploring options such as:
 - low carbon liquid fuel (LCLF)
 - Sustainable Aviation Fuel (SAF)
 - electric and hydrogen powered flight and other developing technologies
 - domestic production of low or zero carbon fuels and new technologies

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AWP - regional and remote and general aviation

Connecting regional Australia

- Direct the Productivity Commission to undertake a review of the determinants of regional airfares to identify opportunities to improve regional services, access to capital cities and reliability
- Extend and expand the Regional Airports Program and the Remote Airstrip Upgrade Program
- Update regional and remote aviation program guidelines to report on contributions to Closing the Gap outcomes

Regenerating general aviation (GA)

- Support GA recognising its role in delivery of emergency services e.g. aero-medical, firefighting, disaster relief, agricultural and other industry air services and for pilot and other aviation industry training
- Support general aviation to facilitate design and manufacture of new technology in Australia

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AWP - airport planning and noise and safety, security and airspace regulation

A balanced approach to airport planning and noise

- Work with industry to reduce aircraft noise impacts on affected communities and improve airport planning and land use in the development or re-development of airports
- Establish an independent Noise Ombuds function under the Aviation Industry Ombuds Scheme.

World leading safety, security and airspace regulation

- Reform Australia's aviation regulatory arrangements by 2030 in a 4 stage process
- Proactively manage of an expected doubling of conventional passenger flights by 2050 – with these flights increasingly sharing same airspace with drones and other new technology.

20 December 2024

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AWP- enabling new technologies and connecting Australia to the world

Enabling new aviation technologies

- Support the growth of safe and secure emerging aviation technology and manufacturing
- introduce new legislation by 2030 to protect communities, infrastructure and businesses from security risks from drones and Advanced Air Mobility (AAM) vehicles
- consult on regulatory amendments to manage noise impacts from AAM

Connecting Australia to the world

- Pursue additional capacity ahead of demand in bi-lateral air service agreements
- Update Framework for New and Developing International airports and sea ports – considering border security and biosecurity standards

20 December 2024

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Some AWP linkages

- Future Made in Australia (e.g. SAF and LCLF)
- Australian Jet Zero Council
- Transport and Infrastructure Net Zero Roadmap & Action Plan
- 2023 Employment White Paper & 2022 Secure Jobs, Better Pay
- Closing the Gap
- Regional Investment Framework
- Government's response to the Disability Royal Commission
- Thrive 2030 (sustainable visitor economy growth)

20 December 2024

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Regional Aviation Programs

Aviation plays an essential role in meeting the needs of regional and remote communities and businesses across Australia.

A number of the White Paper initiatives have a direct focus on supporting safe, accessible and affordable aviation services for regional and remote Australia.

In the 2024-25 Budget the Government provided additional competitive grant funding:

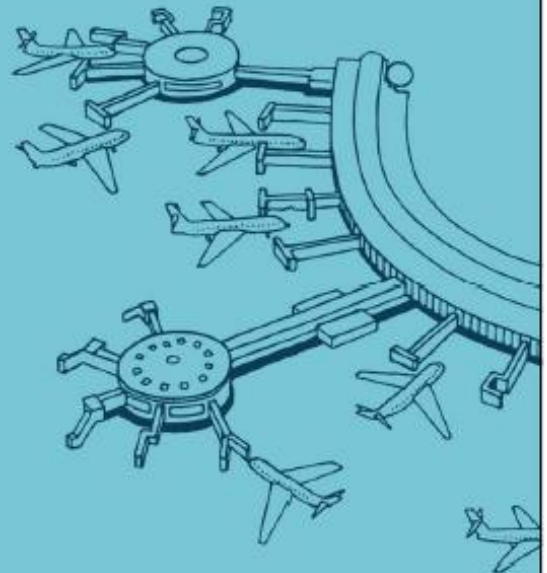
- \$40 million for the Regional Airports Program (RAP) over three years from 2024-25; and
- Round 4 of the RAP is open for applications from 8 October to 18 November 2024.
- \$50 million for the Remote Airstrip Upgrade Program (RAU) over three years from 2024-25.
- The RAU is anticipated to open for applications shortly.

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AIRSERVICES AUSTRALIA UPDATE

Marion Lawie



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Brisbane Airport CACG Airservices Update

Marion Lawie – Senior Advisor Community Engagement
28 November 2024


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OFFICIAL



Aircraft in your neighbourhood

- <https://aircraftnoise.airservicesaustralia.com/>
- Select Brisbane
- Select 'Your location', then enter a Brisbane address
- Select 'What flight disturbed me' and 'Brisbane complaints report'
- September 2024 now available.



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NCIS UPDATE August – October 2024

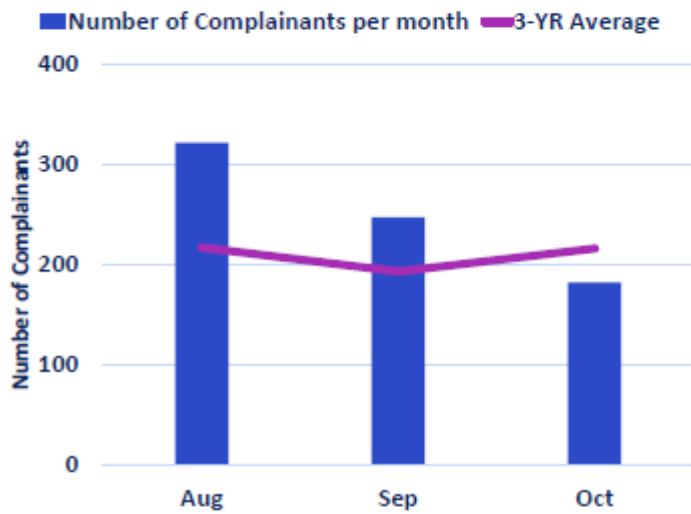


Complainants

- 606 individual complainants
 - 2542 contacts
 - 296 new complainants

Suburb

- 154 suburbs recorded a complainant
 - Balmoral – 30
 - New Farm – 27
- 59 suburbs recorded a single complainant
- 13 suburbs recorded 10 or more complainants

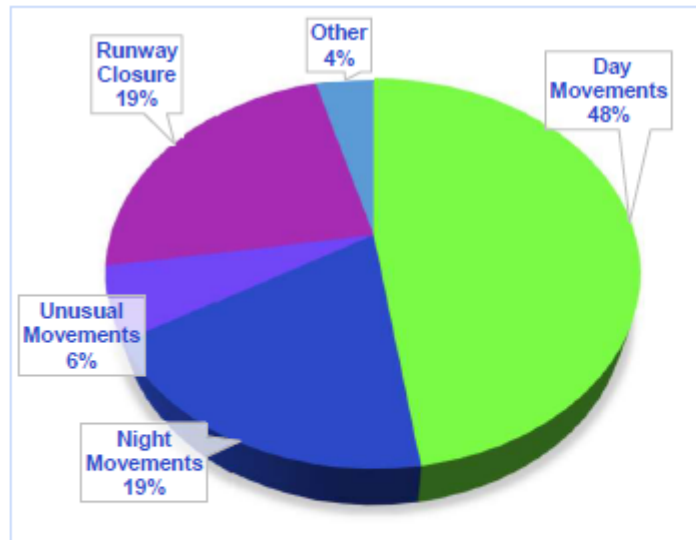


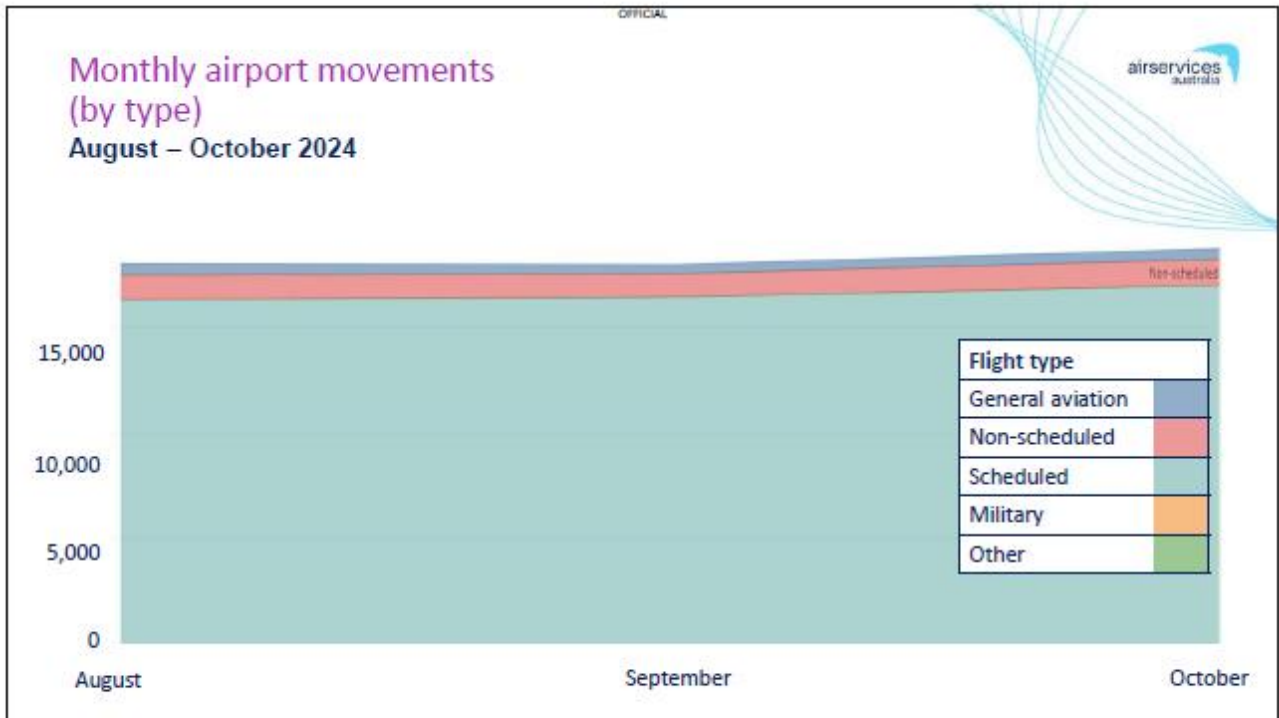
NCIS UPDATE August – October 2024



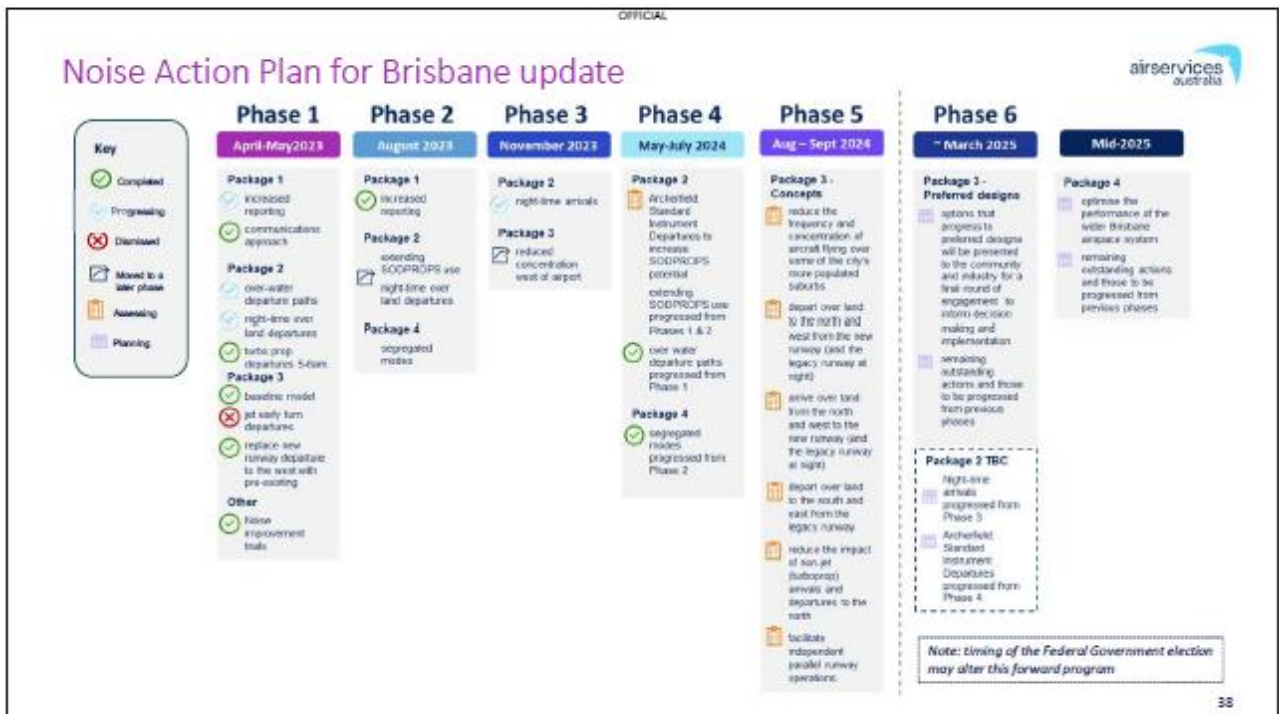
Issues

- Day movements
 - Runway 19 Right DEP – 96
 - Runway 01 Left ARR – 100
 - multiple runway directions – 56
 - Runway 19 Left DEP – 30
 - Runway 01 Right ARR – 49
- Runway closure
 - Works – 175
- Night movements
 - Runway 19 Left DEP – 57
 - Runway 19 Right DEP – 23
 - Runway 01 Right ARR – 29
 - Multiple runway directions – 16
- Unusual movements
 - Radar departures – 17
 - Traffic management – 9
 - Weather diversions – 19





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Noise Action Plan for Brisbane update



Phase 5: 14 August– 15 September 2024

- 5 sets of proposals
- 6 community meeting sessions
 - ~190 meetings
 - ~ 250 individuals
- 5 webinars
 - ~ 300 attendees
- 2 Q&A sessions
 - ~ 60 attendees

Engage Airservices

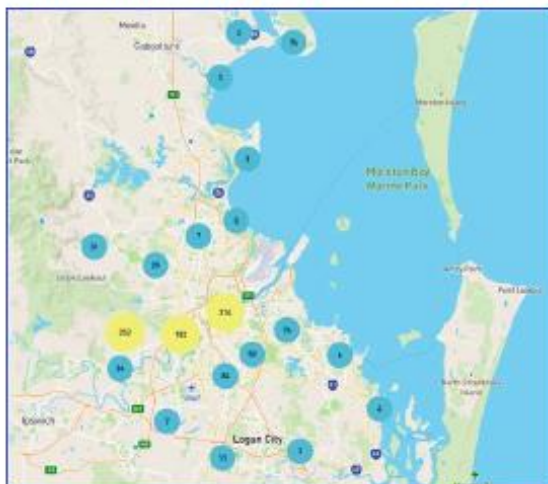
Total visits	16.5k
Visited at least one page	37k
New registrations	658
Document downloads	16.7k
Contributors	1,056

Source of feedback	# items feedback
Channel 1: Online survey	~2,300
Channel 2: In-person meetings	~200
Channel 3: Email and post	~300
Total feedback received across the three channels	~2,800

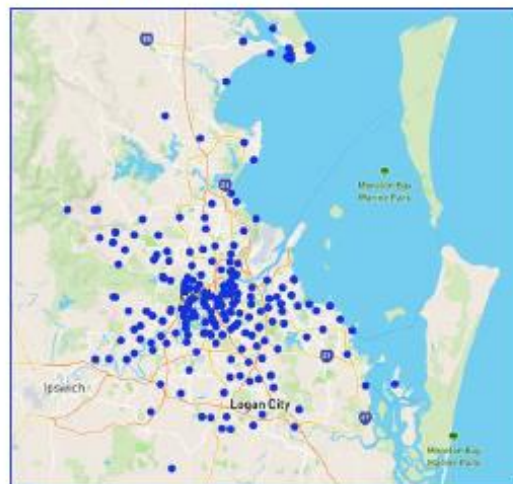
Noise Action Plan for Brisbane update



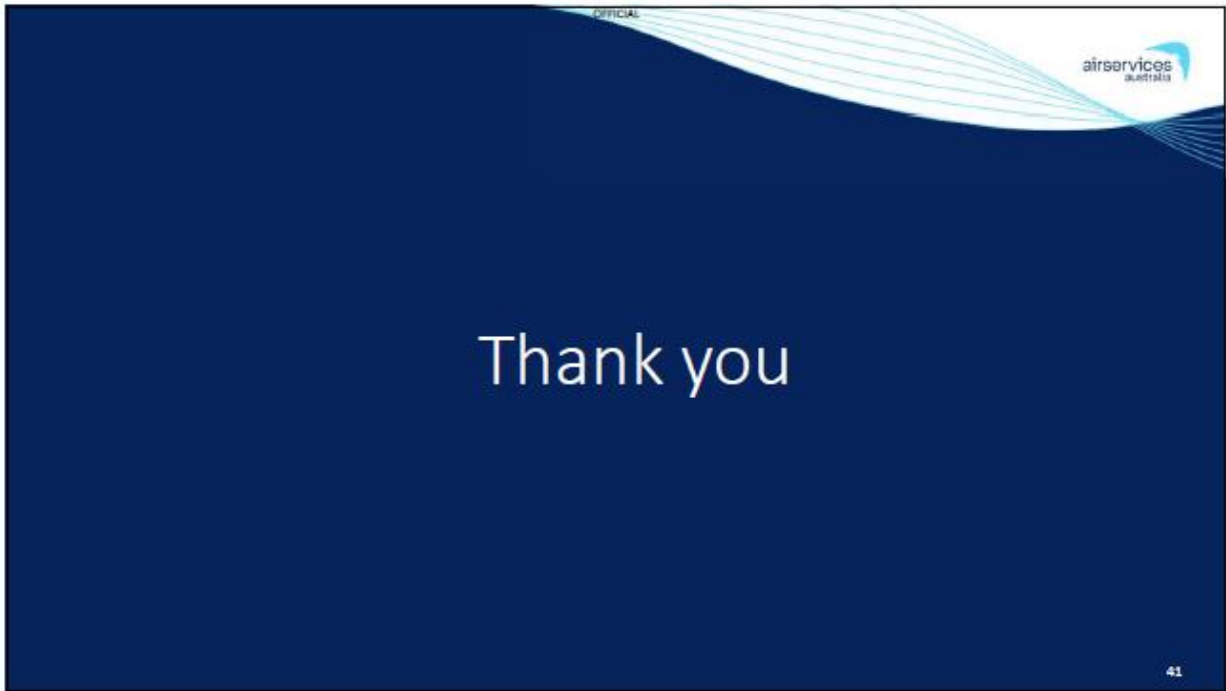
Phase 5: Locations of respondents who provided a suburb (across all forms of feedback)



1080 individuals



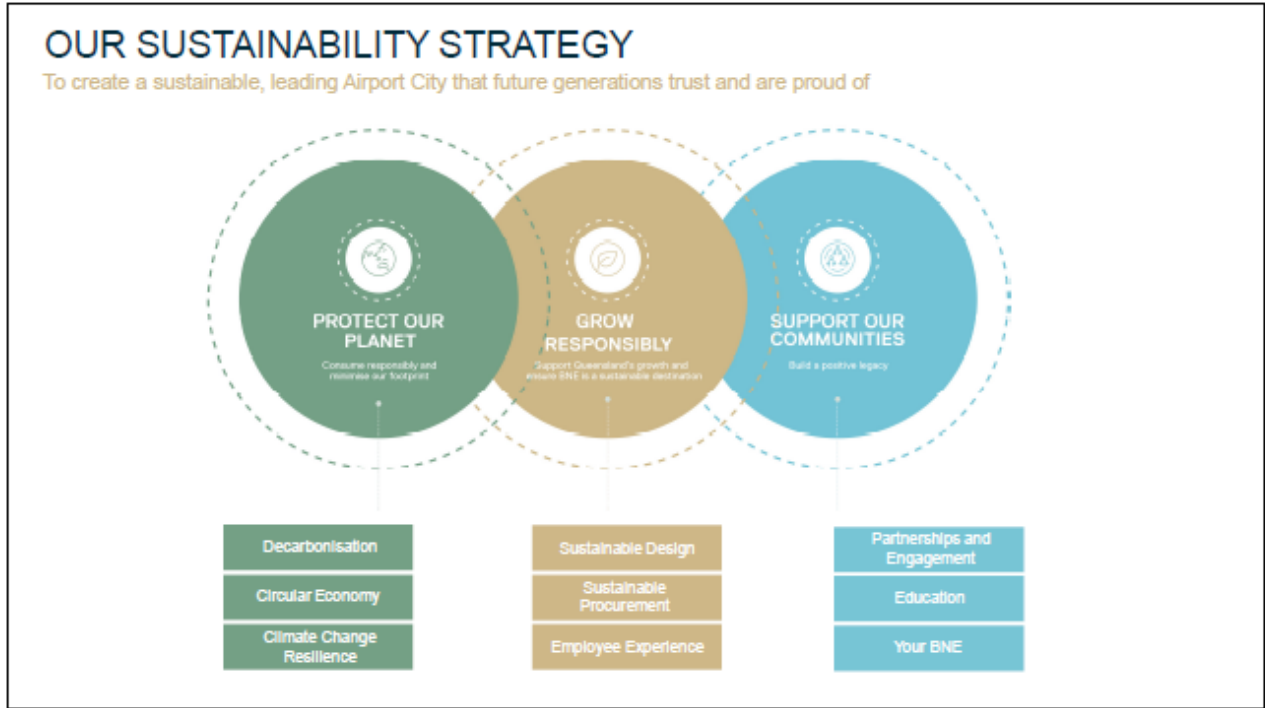
160 suburbs



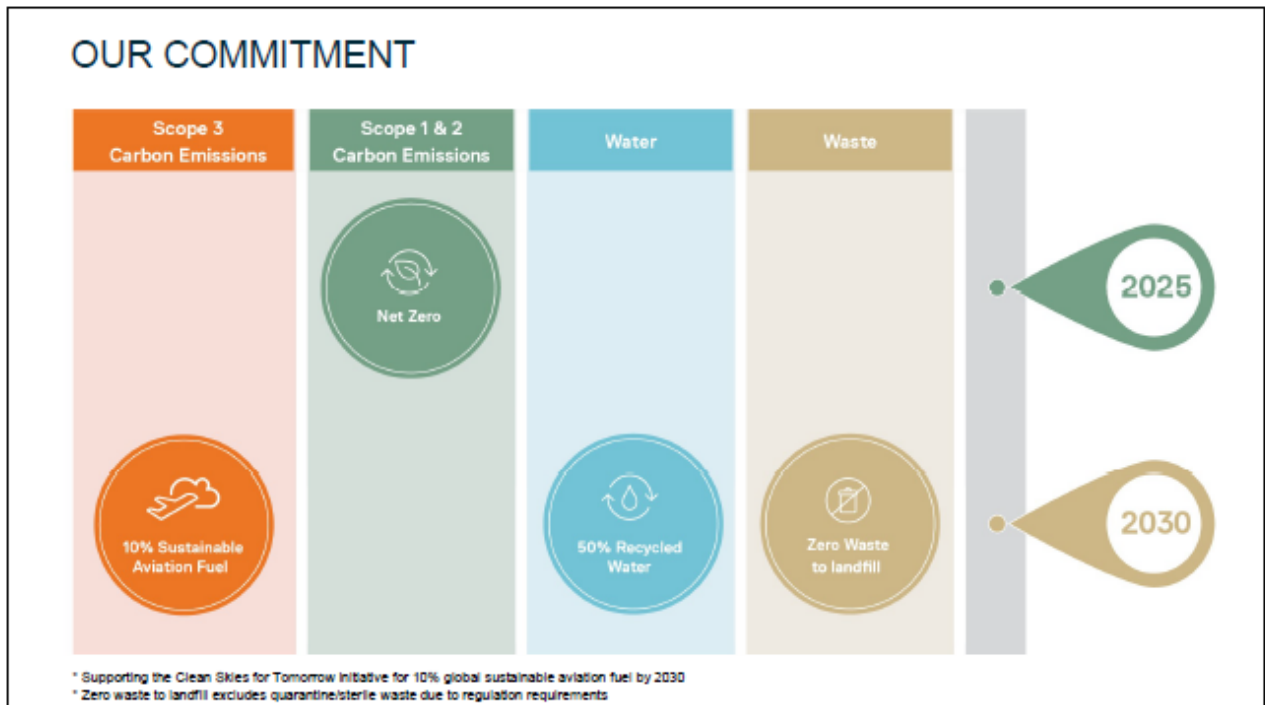
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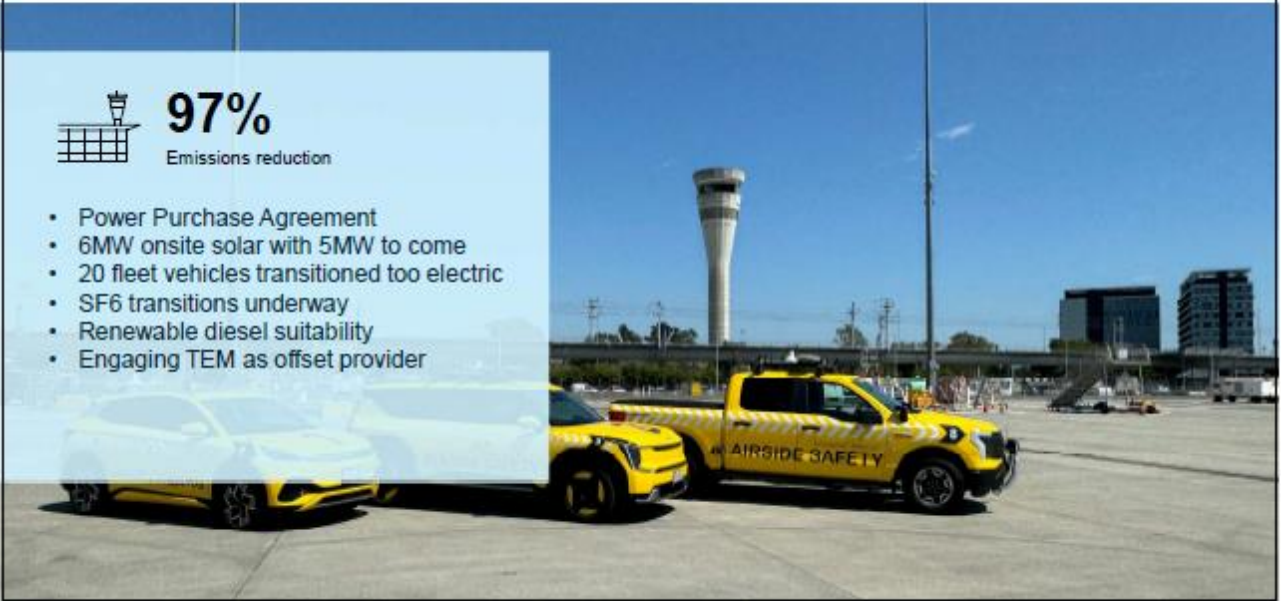
NET ZERO BY 1 JANUARY 2025



97%

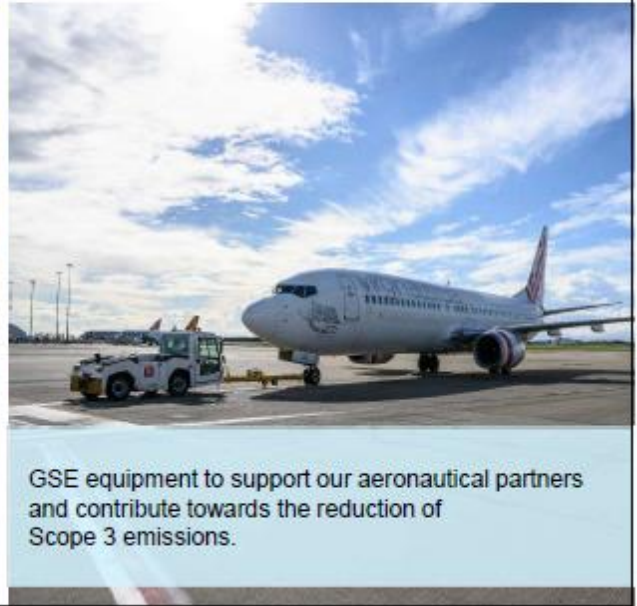
Emissions reduction

- Power Purchase Agreement
- 6MW onsite solar with 5MW to come
- 20 fleet vehicles transitioned too electric
- SF6 transitions underway
- Renewable diesel suitability
- Engaging TEM as offset provider



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ELECTRIC CHARGING STATIONS

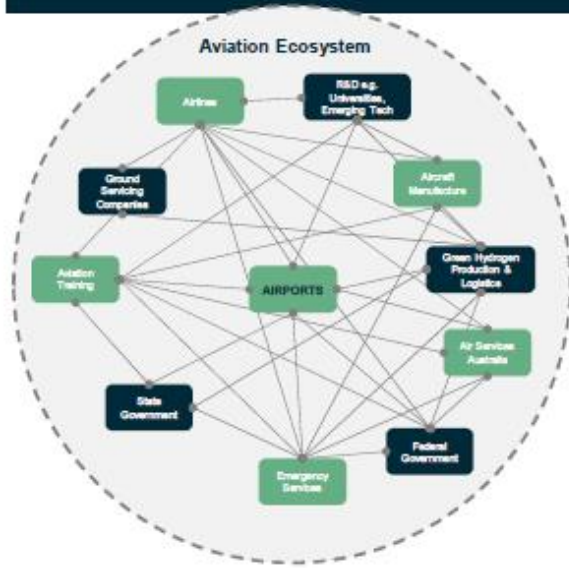


GSE equipment to support our aeronautical partners and contribute towards the reduction of Scope 3 emissions.

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HYDROGEN FLIGHT ALLIANCE

Launched 8th June 2023 at Aviation Aus



Bringing together key stakeholders and companies to work together to...
 Create a collaborative environment to advance hydrogen electric flight technology in Australia



JET ZERO COUNCIL

What is the role of the Council?

1. Provide senior industry leadership on efforts to achieve net zero aviation in Australia
2. Provide coordinated advice to the Australian Government on policy and regulatory issues related to facilitating the aviation industry to net zero
3. Support development of policy and regulatory framework to build local SAF market
4. Help to develop domestic standards for SAF accounting
5. Promote public awareness on SAF and its benefits

Chair	> Minister for Infrastructure, Transport, Regional Development and Local Government
Airline	> Qantas Airways > Regional Express > Virgin Australia
Airport*	> Brisbane Airport Corporation
Aviation fuel	> Australian Institute of Petroleum > Sustainable Aviation Fuel Alliance of Australia and New Zealand
Major SAF Projects*	> Ampol
Manufacturing	> Airbus > Boeing
Research and development	> Commonwealth Scientific and Industrial Research Organisation
Finance and Investment	> Australian Renewable Energy Agency > Clean Energy Finance Corporation
Regional	> Regional Aviation Association of Australia
Defence	> Department of Defence
Feedstock	> GrainCorp

WORK ITEM 5 - SUMMARY

THROUGH WORKSHOP, RESEARCH AND CONSULTATION WITH INDUSTRY, THE AIRPORTS HAVE IDENTIFIED PRIORITY ACTIONS



Airside Operations

- Implementation of Airport Operators License
- Invest in sustainable design (e.g. low carbon materials)
- Multi-modal transport within airport
- Operations Electrification (e.g. charging stations, ground power units, pre-conditioned air etc.)
- Upgrade of Airfield lighting
- Gate management systems
- Renewable energy and storage



Airspace Management

- Adopting Continuous Climb and Continuous Descent Operations
- Implement Airport Collaborative Decision Making
- Develop Airspace Management Plan (including calculation of carbon emissions)
- eVTOL opportunities



Refuelling Infrastructure

- Develop fuel transition pathways (focused on hydrogen)
- Fuel transition technologies and readiness
- Assess infrastructure requirements and safeguard land through master planning



Incentives/Mechanisms

- Develop industry goals, guidance and standards
- Develop mechanisms to fund decarbonisation
- Develop sustainable design and construction standards
- Passenger movement charge
- Shadow carbon price

WASTE MANAGEMENT

- 1 Partnered with Cleanaway as our new waste contractor
- 2 Undertaken preliminary analysis of current waste streams and contamination issues
- 3 Expanded Containers for Change Program and awarded Partner of the Year
- 4 Introduced organic waste streams at retail sites
- 5 Implemented education program with all retailers including onsite sessions and developing an online platform



WHERE TO NEXT



Achievement of Net Zero



Sustainable design

- Improve reporting
- Increase lower carbon materials



Mandatory Climate Disclosures



Sustainable procurement

- Local employment with vendors and contractors
- Local business and suppliers



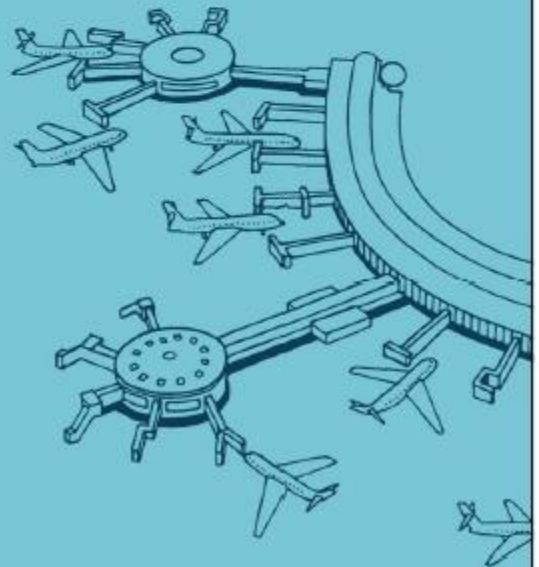
Circular Economy



Community

- 100 years of BNE
- Increase program awareness

COMMUNITY REPRESENTATIVES DISCUSSION



Appendix 2. The Community Representative for Federal Seat of Bonner

- Introduce multiple departure routes over city in NAP4B Package 4

Following our last meeting, Marion from ASA provided the attached NAP4B doc which contained the following for arrival paths – Can we please request that this also be considered for Departure paths in Package 4

Recommendation 4.2 - Introduce multiple arrival routes over the city: Airservices will develop options for multiple arrival routes which can be alternated on a planned schedule to provide respite to communities. This will be completed in parallel with an already planned IT system upgrade.

At our last meeting Marion Lawie advised that Package 4 would be suitable for such a suggestion. Has there been a decision on whether the above can be included in the scope of Package 4

- Vectoring of departing paths as a NAP

Currently the NAP keeps departures on SIDs. But due to concentration and overload and time it takes to create splits and more paths, can we please Vector in the interim.

At our last meeting Donna Marshall advised that a decision on Vectoring had not been made. What is the update and eta for such a decision.

- Reporting of exceptions for NAP re requests for cancellation of the SID procedure over the city, due to inability to meet published climb gradients and/or speed requirements
 - Where can we find reporting on this, and what actions are possible to reduce number of exceptions
- Update from Airline Representatives who were requested in Sep AAB meeting to provide suggestions to reduce noise impacts

Appendix 3. The Community Representative for Federal Seat of Ryan

Question to BACACG 26-11-2024

Caroline Hauxwell: Representative for Ryan

In Senate Estimates on 4th November, *Interim Chief Executive Officer Rob Sharp* Stated:

“clearly there’s been an EIS signed off there’s runways been built and there’s been capacity that’s been approved for that airport. What we’re doing is managing the actual flow of that traffic. So that flow of traffic’s been approved back in 2007, I think was the date for the EIS. Many many years ago. That noise is now coming through. The city’s built up. To actually reduce that flying is actually a reduction of capacity to the airport which is a decision we can’t make. “

ASA’s main strategy to increase flights over the bay appears to be an increase in the use of SODPROPS.

The SODPROPS ministerial directive commences on 30 Nov 2024 however this only extends to the use of SODPROPS on weekday evenings, Saturday afternoons and Sunday mornings to the extent that operating conditions permit.

Those conditions are:

Less than 5 knot tailwind

Dry runway

Cloudbase not below 2,500ft (762m)

8km visibility

‘Low’ traffic levels (the traffic levels defined as ‘low’ are unspecified)

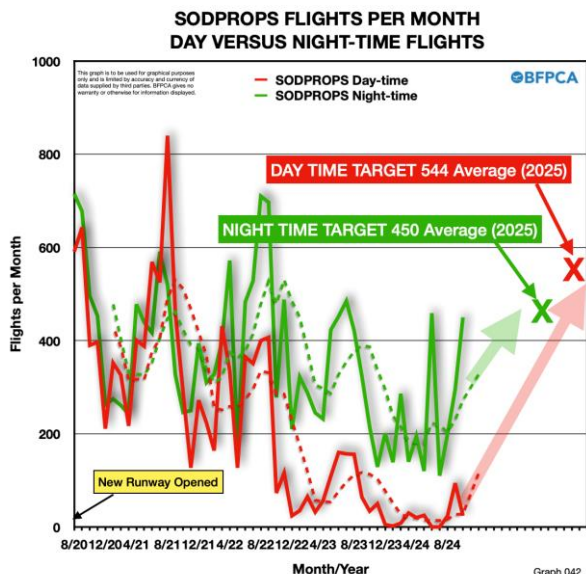
In November Senates estimates Mr Sharp also stated:

“So at the moment the EIS was based on a ten knot tailwind assumption. That wasn’t approved and so we’re working with the industry as well as with Brisbane Airport to look at a seven knot tailwind.”

This is far short of the 10 knot tailwind on which the original BAC EIS was based.

In the recent Senate Inquiry Mr Curran stated that ASA aim to achieve 5.3% of total flights using SODPROPS. This means that under current activity levels, day time flights will need to average 544 (994-450) per month to meet target. That is an ambitious 1000% increase over current SODPROPS operations.

At the moment we are already down to 1.5% SODPROPS use compared to over 12% when BAC/Airservices had only one runway to operate in 2020. It is also light years away from the promises made during the NPR runway approval process where it was consistently and falsely claimed that the majority of flights would be over the bay.



The 2007 EIS, noise contours, and approved capacity, and any changes in flight paths under ASA Trax Workpackage 4 have significant impacts on town planning and for residents expecting healthy and reasonable enjoyment of their homes.

We're still waiting to see what Trax Workpackage 4 on the review of the wider airspace might or might not contain, so residents and prospective homebuilders and buyers are still significantly in the dark about noise impacts on building and residential areas in Brisbane suburbs.

My questions to BAC **AND** the Department Infrastructure, Transport, Regional Development, Communication and the Arts (DITRDCA):

Given that

- the 10knot tailwind for SODPROPS specified in the original (2007) EIS is not under consideration by ASA, and that the 7-knot tailwind is still under testing for uncertain approval by CASA

AND

- the conditions for the ASA target of 5.3% of current flights is unlikely to be achieved under the conditions required

AND

- that ASA are now only 'managing the actual flow of that traffic' under the existing EIS.

AND

- The original EIS is now 18 years old, as Mr Sharp says: "Many many years ago", and since then "The city's built up".

What will BAC do to meet their public claims for majority of flights over the bay?

AND

Will BAC and DITRDCA require and conduct an up to date holistic EIA that includes the revised flight paths, the validated noise levels, the frequency of flights, the numbers residents affected and impacts on residents, and that will review the capacity and operations of the airport, including 'over the water' operations, to reduce harmful effects on residents and to allow informed planning around building and buying of homes?

Appendix 4. The Community Representative for Federal Seat of Bowman

BACACG Meeting - 26 November 2024

from Karilyn Beiers - Community Representative for Bowman

Addendum - Comments on Discussion during Meeting on 26 November 2024

- We are now in a period of prevailing winds from the North and SODPROPS usage will be limited during the Summer months, hence, more complaints on the lack of SODPROPS usage are likely to be received.
- Discussions today indicated the opinion was night-time noise is of most concern, however, that may be the case for the Brisbane area where the majority of residents may be at work during the day and only experience noise at night. This is not the case in the Redlands where many people are retired and are disrupted by aircraft noise during the day when they wish to enjoy their peaceful, quiet outdoor lifestyle, whilst also being disrupted by aircraft noise at night.

--oOo--

26 November 2024 - The following is based on a need for clarity and transparency

The "finalised" flight paths announced in the recent release will no doubt possibly reduce the impact of aircraft noise for the residents of Brisbane and for some of the residents in the Redlands.

The improvements still have not addressed continual requests for the implementation of the "**OVER THE OCEAN**" Solution, for all departures to the South from the Legacy runway, both in SODPROPS mode and with a Northerly wind component under normal parallel runway operations.

I have re-read the FINAL PIR report. In particular, Recommendation 2.3 in Section 6 quotes :

"Examine opportunities to improve over water departure paths that fly over communities after they cross the coastline to increase height, maintain over water for longer or travel further east", and

"Expansion of SODPROPS operations should be delivered in parallel to reviewing operations over bayside communities, to ensure any increased use of SODPROPS does not increase impacts on these communities"

I engaged in lengthy discussions at Redland Bay with Airservices representatives, at Amity Point with Chris Barnes (TRAX) and on two occasions at the Brisbane City Hall venue with Chris Barnes (TRAX) and (?) Andrea of Airservices. Our AAB representative also engaged in separate lengthy discussions with Chris Barnes at Amity Point.

On each of these occasions both the AAB representative and I stressed the need to avoid any area in the vicinity of Point Lookout and, in order to do so, suggested an alternative waypoint could be positioned at the level of SCOTT between SCOTT the East coast of North Stradbroke Island which, by reducing the distance to SCOTT waypoint, could offset excess track miles and emissions incurred by avoiding the area around Point Lookout.

On all occasions we were assured this was, and I quote, "DEFINITELY DOABLE".

1. Documentation announcing the Minister's Direction states :

"these flight paths have now been finalised and will be implemented on 28 November 2024", and

"a new waypoint, or navigation marker, has been added to the east of North Stradbroke Island to increase the distance that aircraft pass by Point Lookout, in response to community feedback on preferred options"

The interactive map published with the release shows the new "finalised" flight paths, however, whilst including a couple of altitude level requirements, fails to indicate any "new waypoint". The flight path remains too close to the vicinity of Point Lookout and then proceeds direct to SCOTT waypoint.

- a. Were these omissions an oversight ?
 - b. How is it possible to claim the announced flight paths are "finalised" when they fail to reflect the newly to be added waypoint stated in the release ?
 - c. Why have locations of the new waypoint and the flight path avoiding Point Lookout been withheld as each were clearly known and were quoted as being "DEFINITELY DOABLE" ?
 - d. When is it proposed the published "final" will be updated to include the announced new waypoint together with the new flight path ?
2. Regarding arrivals over North Stradbroke Island during SODPROPS, the report quotes :
"lowering the paths from around 13,000 feet to around 11,000 feet, so they remain separated from daytime arrivals to Gold Coast Airport", and
"We do not expect this change to be noticeable to communities."

Quoted as "will progress", Option 4.2 in Phase 2 Options Assessment Report states :

"By moving busy daytime high-altitude paths further east they would be removed from the airspace in which SODPROPS flight paths operate".

- a. Why then is it necessary to reduce heights over North Stradbroke Island if high-altitude flight paths are to be moved further East?
 - b. Why does Airservices consider a reduction in altitude of 2,000 feet will not be noticeable to communities ?
3. Regularly quoted is that SODPROPS supports a maximum of 20 arrivals per hour.
- a. How many departures per hour does SODPROPS support ?
4. Information on Airservices' WebTrak indicates well over 100 flights per hour occur during the major part of each day. SODPROPS is severely restricted by the four weather criteria as well as the volume of traffic.
- a. Why does Airservices continue to quote that an increase in SODPROPS, in this instance from 2% to what, on a good day, could possibly be up to 5% of all traffic movements, is beneficial progress towards combatting the impact from aircraft noise as the "priority daytime mode" ?
 - b. Despite comments on weather and traffic, is this not a failure to fulfil the obligation to be transparent ?
5. SODPROPS directly impacts on communities in the Redlands and an increase in the use of SODPROPS will further impact on these communities - plus Northerly winds (see below).
- Airservices has stated that "one community should not benefit at the expense of another"
- a. By increasing the use of SODPROPS as the "priority daytime operating mode", does Airservices consider it is complying with its obligations under Recommendation 2.3 ?

6. The **"OVER THE OCEAN"** solution only requires minor changes to the announced flight path to the East of North Stradbroke Island (SCOTT) - such path virtually the same as that stated as being DEFINITELY DOABLE !

Airservices has stated the two recently announced flight paths (SANEG and SCOTT), both of which have a direct impact on the Redlands, will also be operated for departures from the Legacy runway when wind is coming from the North when the airport is in normal parallel runway mode and that such use will be on a permanent basis.

The flight path directed to the East and then to SCOTT waypoint, for both SODPROPS and for departures when wind is coming from the North - subject, of course, to the satisfactory location of the new waypoint and sufficient clearance around the vicinity of Point Lookout - is almost identical to the "OVER THE OCEAN" solution continuously requested by the residents of the Redlands.

- a. Why is it not possible to direct all departures to the South from the Legacy runway, both with a Northerly wind and during SODPROPS, **"OVER THE OCEAN"** and to eliminate the flight path which crosses mainland Redlands altogether ?
 - b. Is it not possible that thousands more residents in Brisbane and the Redlands will substantially benefit from the implementation of the **"OVER THE OCEAN"** Solution than will benefit from a possible 3% increase in SODPROPS usage ?
 - c. Is it not more beneficial to focus on the balance 95% of all flight movements ?
 - d. Is it not possible that, by implementing the **"OVER THE OCEAN"** Solution for all departures to the South from the Legacy runway, both with a Northerly wind and during SODPROPS, Airservices will be favourably viewed as fulfilling many of its obligations - with a resultant decrease in complaints from residents ?
7. Airservices' 7th Quarterly Update of 30 October 2024 states :

"we have reviewed all feedback on Phase 4 proposals" for "preferred options for Alternative over-water departures", plus, "Further information on the implementation of these changes will be shared later this week," and

"We are completing assessment reports for Phase 3 and Phase 4 engagement and are aiming to release these before the end of the year".

- a. ~~As it is now approaching a month, why has the report on "Alternative over-water departures" not yet been released?~~ Refer release of 28 November, 2024.
- b. Will assessment reports for Phases 3 and 4 be released "before the end of the year" ?

Thank you, KARILYN BEIERS

Since the BACACG Meeting on 26 November 2024

- On 6 December details on RNP-AR on approaches to Brisbane Airport were released.
- Since 28 November, the announced flight path East and then to SCOTT has rarely been used for any departures to the South from the Legacy runway, both with a Northerly wind and during SODPROPS. In view of the obligation for increased over water operations :
 - a) why is this the case - b) when is it intended this flight path will be used - c) how often is it intended to be used, and - d) why has there not been more emphases placed on its use in view of the obvious benefit to residents of both Brisbane and the Redlands ?