



# BRISBANE FLIGHT PATH COMMUNITY ALLIANCE

 **BFPCA**

# **BFPCA Webinar 19 Dec 2022**

- 1. Some of the key issues**
- 2. Our work and progress to date**
- 3. What have we achieved?**
- 4. What's next?**
- 5. How you can help**
- 6. Q&A**

# Some of the key issues











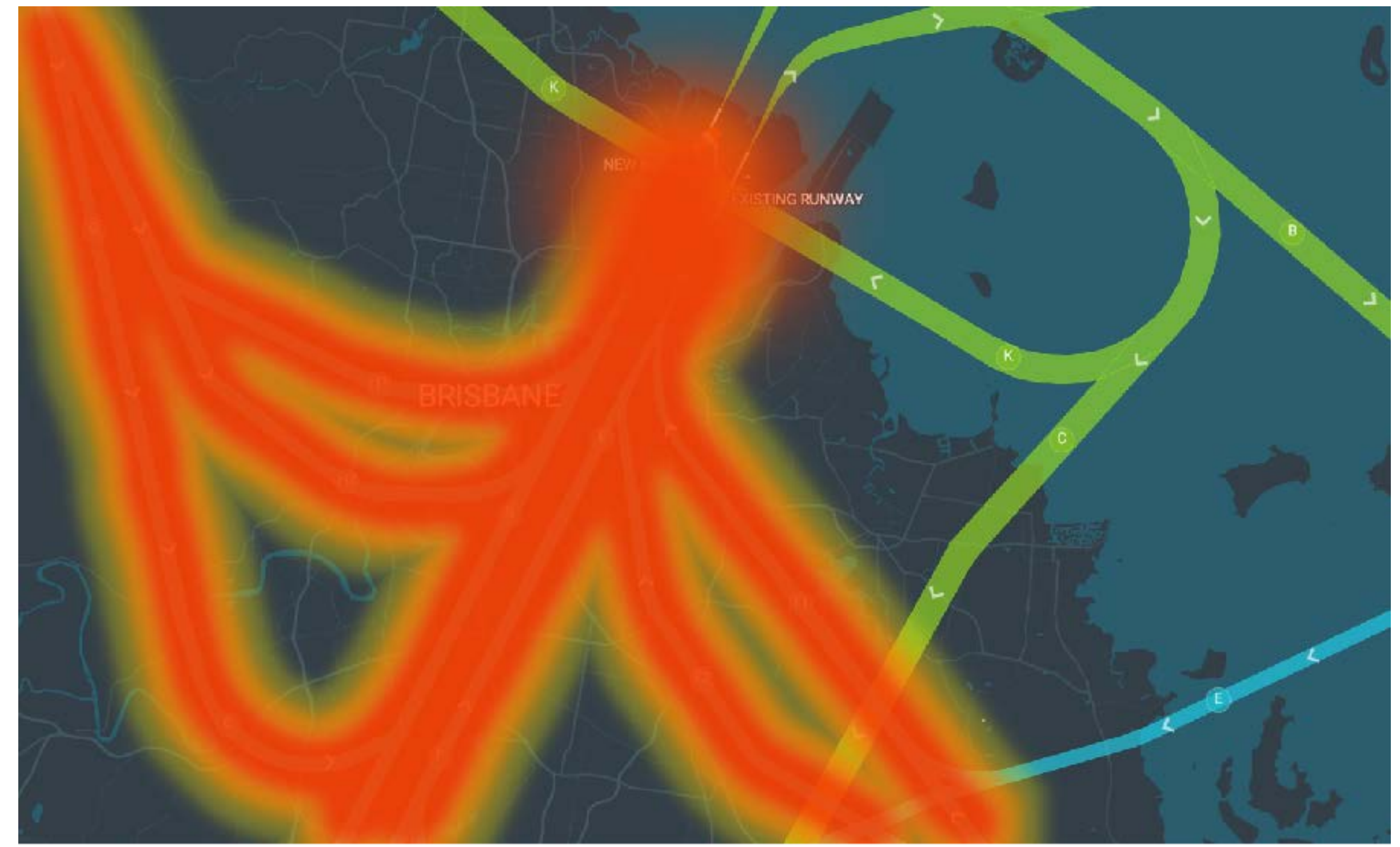
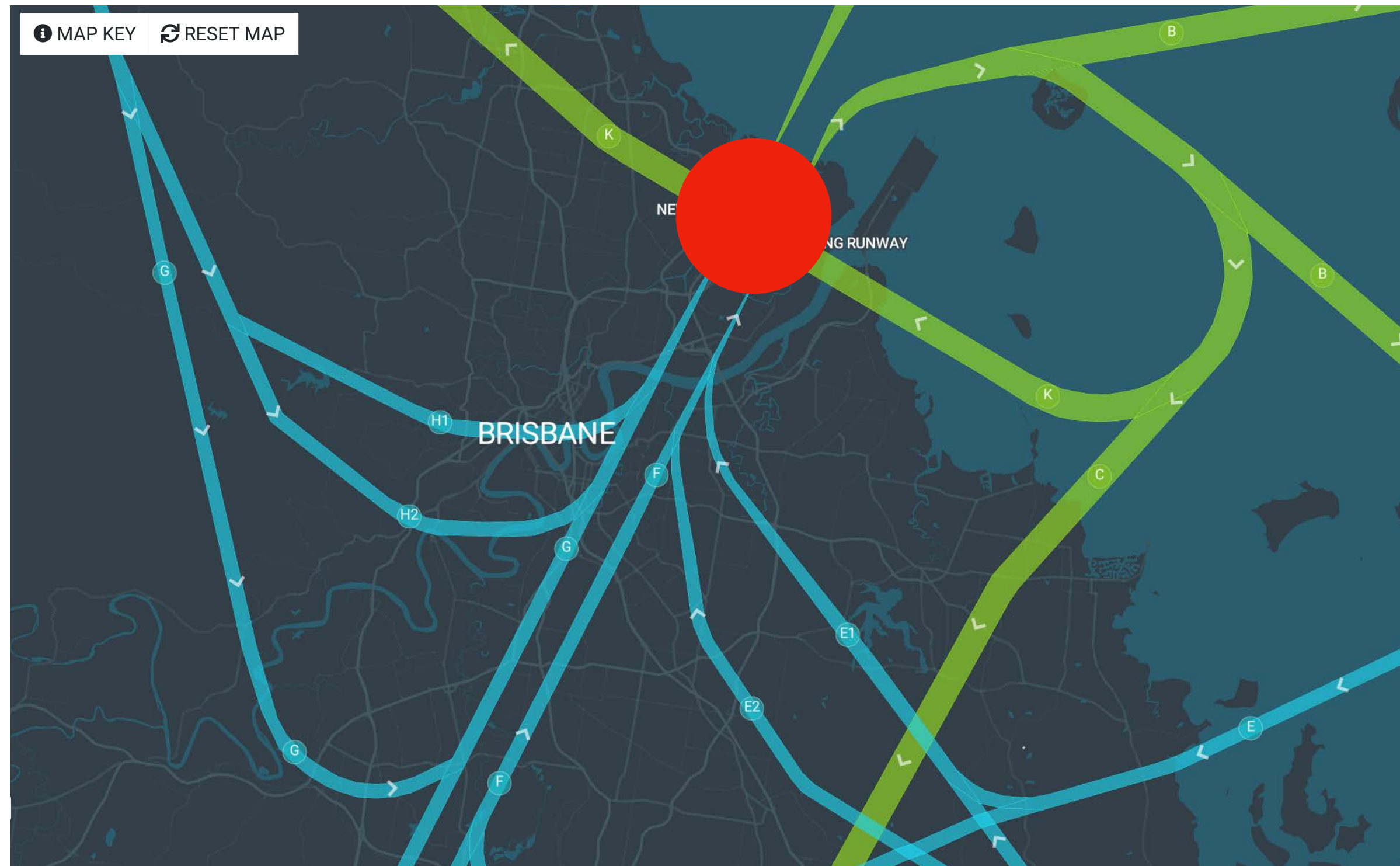


**“There was no rule book for this. There was no guidelines or anything. We had to make this one up.”**

**BAC**







**BAC: We engaged all residents living within a 5 km radius of the airport.**  
**Also BAC: The nearest residence is around 6.7 km away.**



Toggle between the filters below to compare differences in data on the map. [Learn more about how to use this tool.](#)

### Flight path and noise data

[Learn more](#)
[SHOW FLIGHT PATHS](#)
[SHOW NOISE MAPPING](#)

### Timing

[Learn more](#)
[BRISBANE SUMMER  
\(Sep-Feb\)](#)
[BRISBANE WINTER  
\(Mar-Aug\)](#)
[WEEKDAY](#)
[WEEKEND](#)
[DAY  
\(6am - 6pm\)](#)
[EVENING  
\(6pm - 10pm\)](#)
[OVERNIGHT  
\(10pm - 6am\)](#)
[RESET MAP](#)
[CLOSE X](#)

140 Sydney Street, New Farm Queensland 4005, ...

**CURRENT RUNWAY ONLY**

0

flights of 70 decibels or more in this area

**WITH NEW RUNWAY**

0

flights of 70 decibels or more in this area

[VIEW ALL DATA](#)

BRISBANE

#### Noise level information

Indicative number of flights overhead with noise levels of 70 decibels or more.

- 5 - 9 flights
- 10 - 19 flights
- 20 - 49 flights
- 50 or more flights

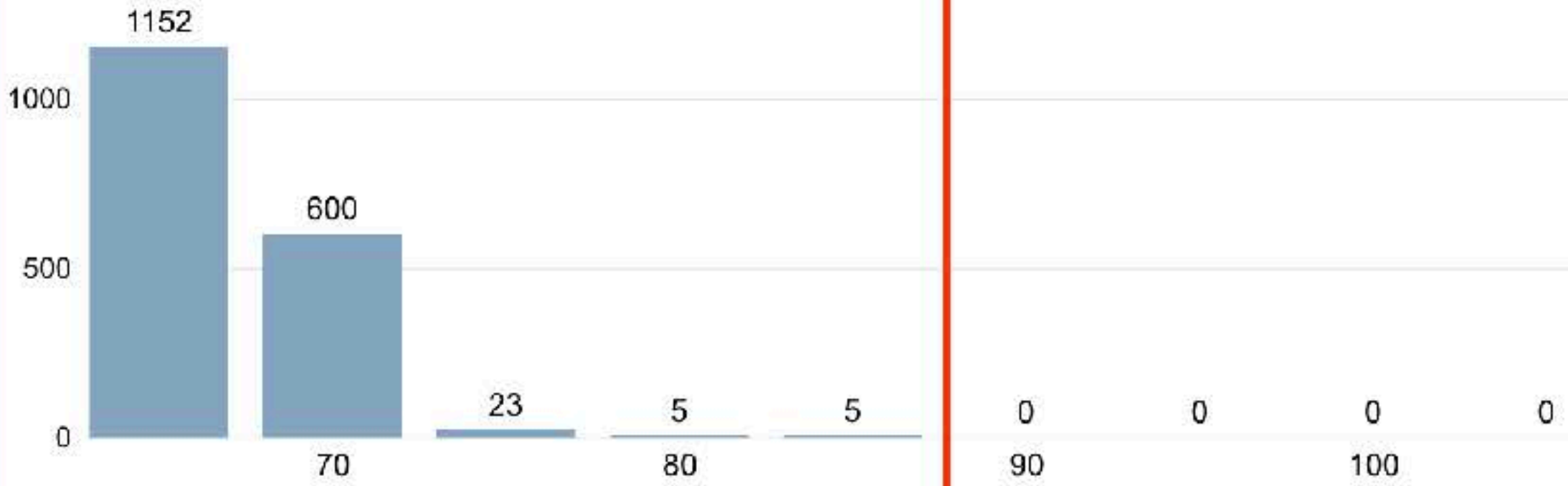
mapbox

1 km

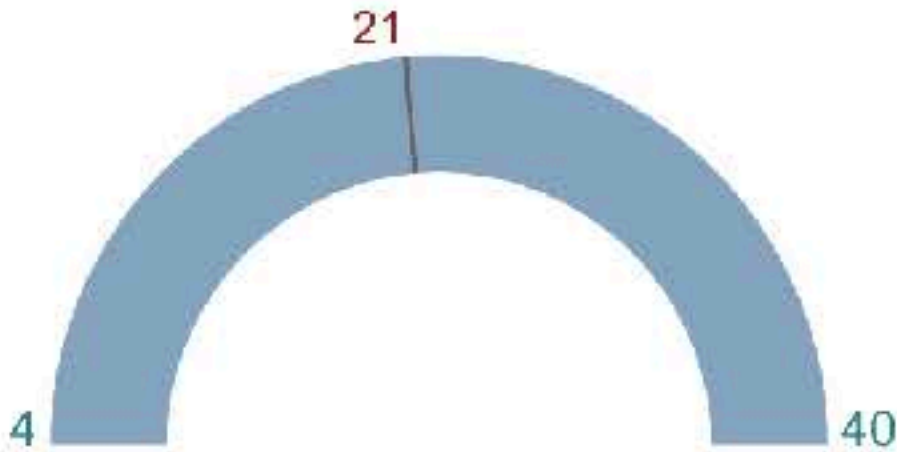




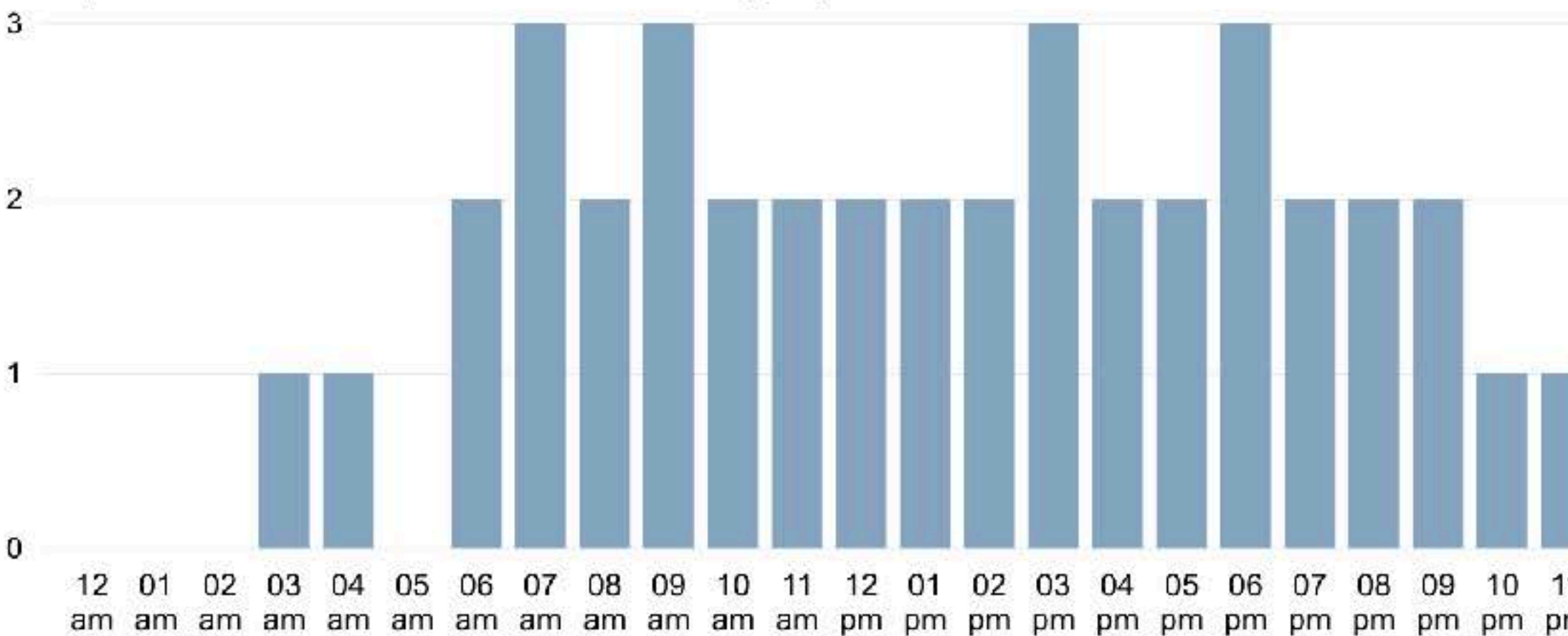
No. of events by Noise level (dBA)



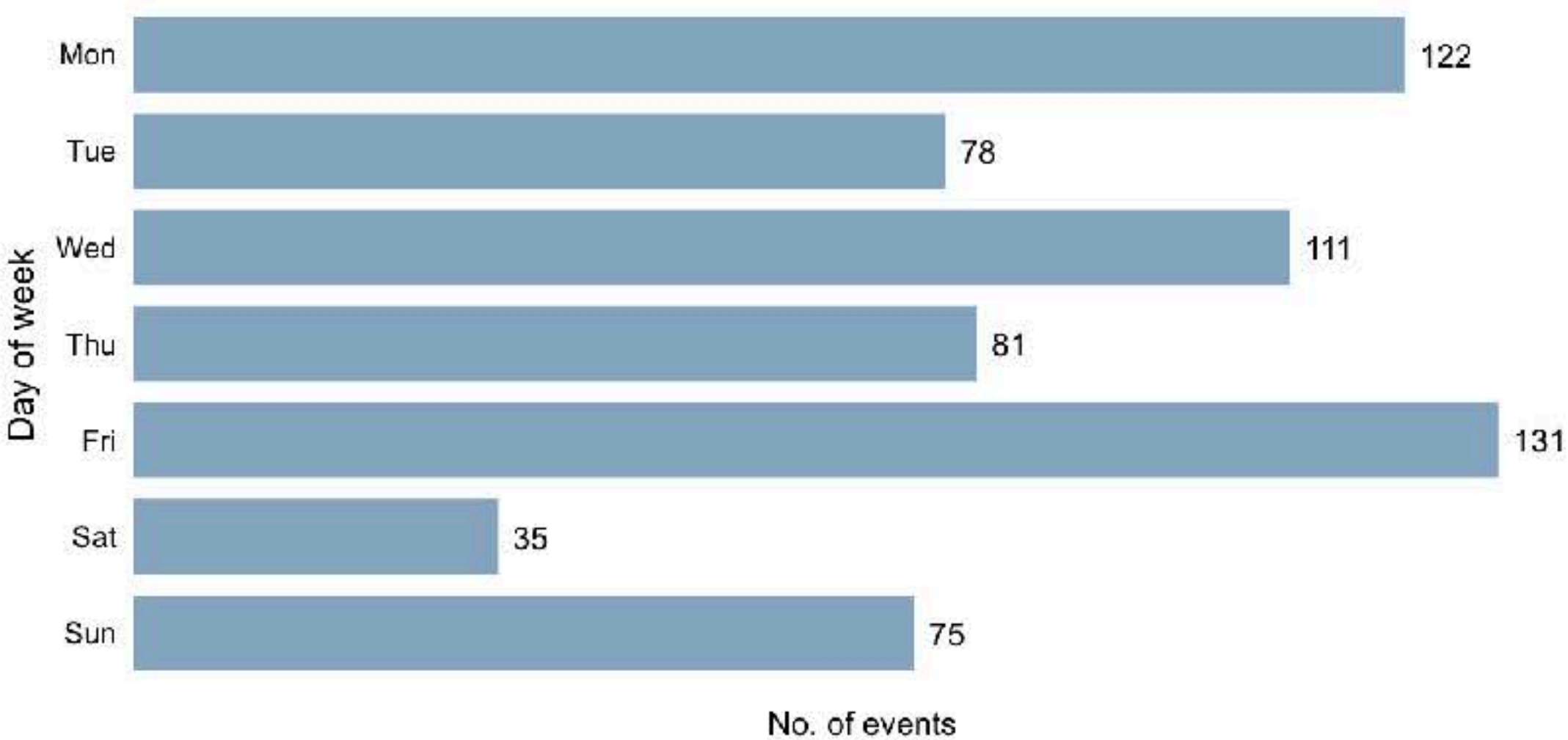
Average number and daily range of events at or above 70 decibels (dBA)



Hourly distribution of noise events above 70 decibels (dBA)



No. of events by Day of week



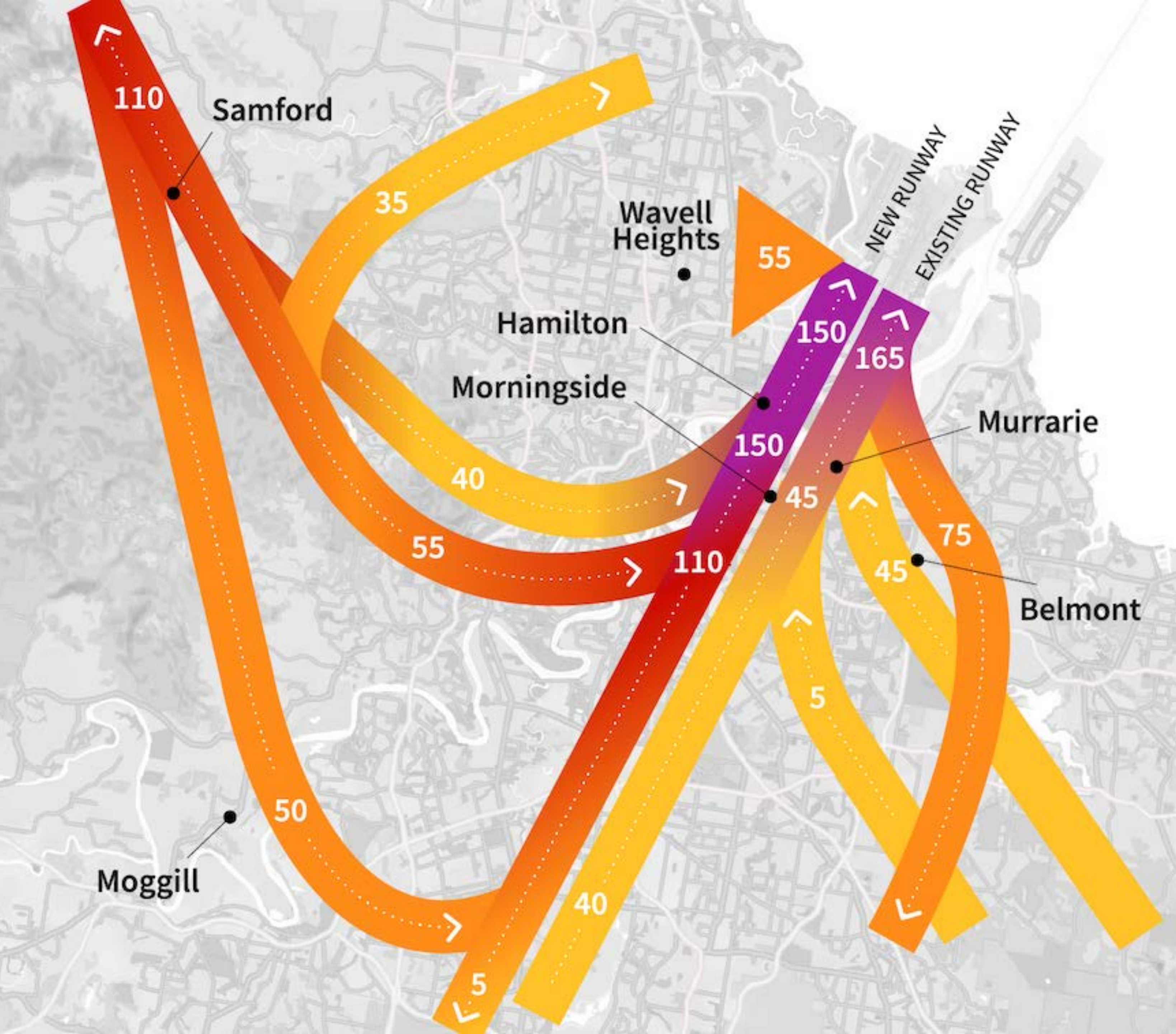
Aircraft average noise levels dBA

♦ 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	69.5	707	33	7	24
DH8D	67.9	176	19	1	6
F100	69.6	85	12	1	3
F70	68.3	203	12	1	7
A320	69.2	177	11	2	6
B712	68.6	142	9	1	5
BE20	67.1	69	8	1	2
SF34	67.1	30	5	1	1
A139	69.3	19	3	1	1
A359	70.0	18	3	1	1
B737	69.1	41	3	1	1
AC50	65.0	16	2	1	1
AT75	68.2	16	2	1	1
B733	72.6	13	2	1	0
B763	72.7	17	2	1	1
B77W	73.8	13	2	1	0

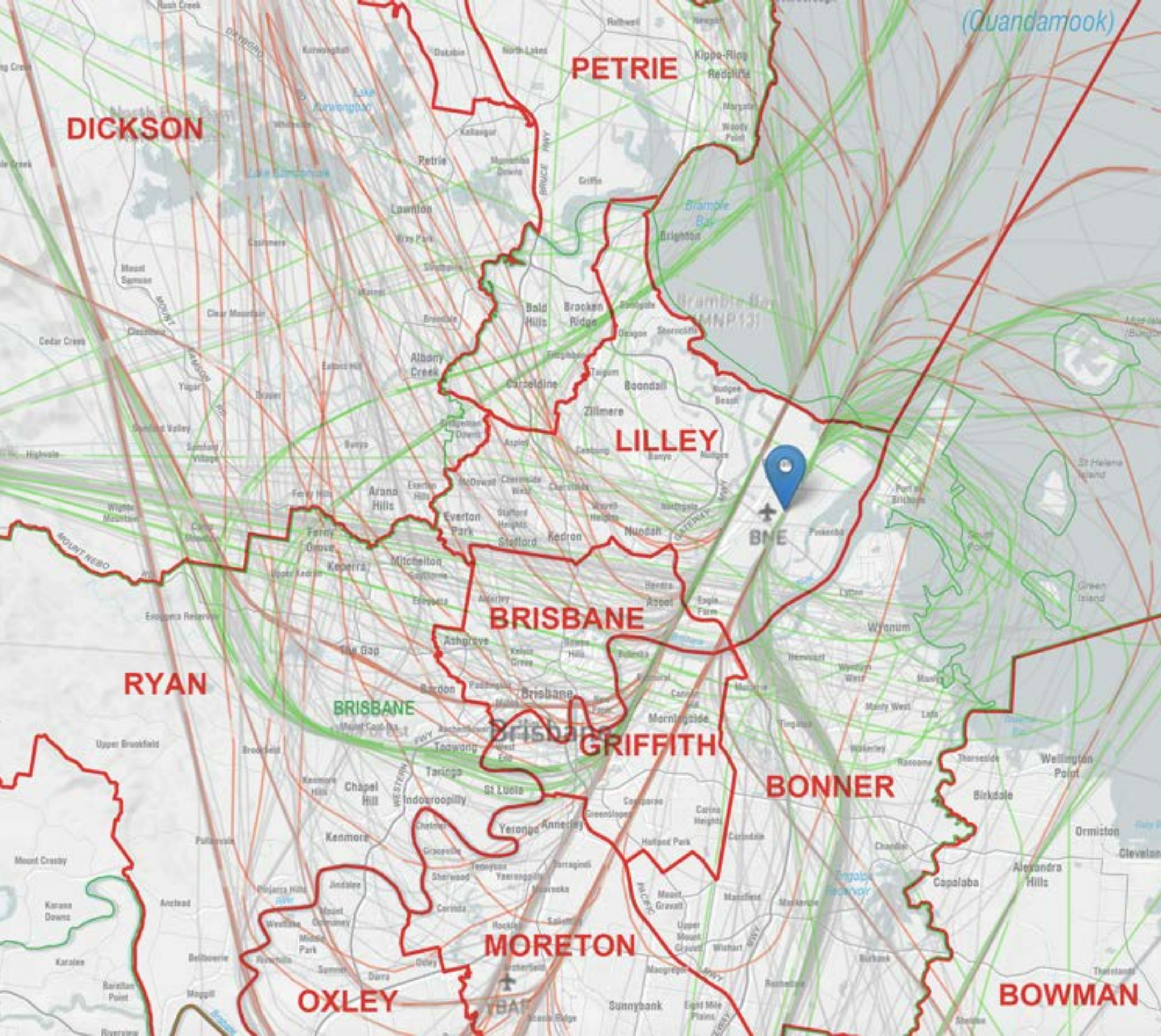


# Noise concentration



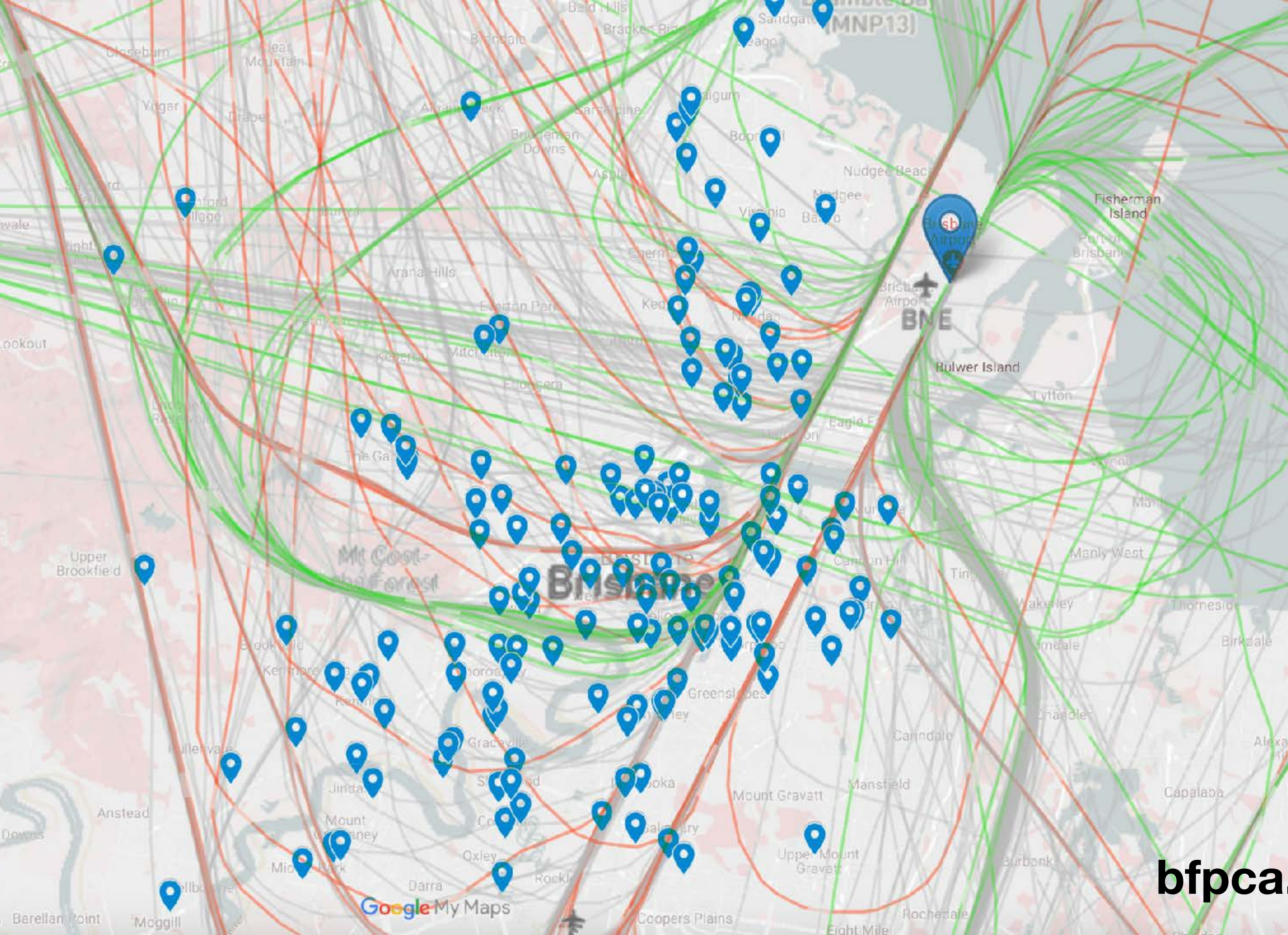
[bfpca.org.au/flightpaths](http://bfpca.org.au/flightpaths)





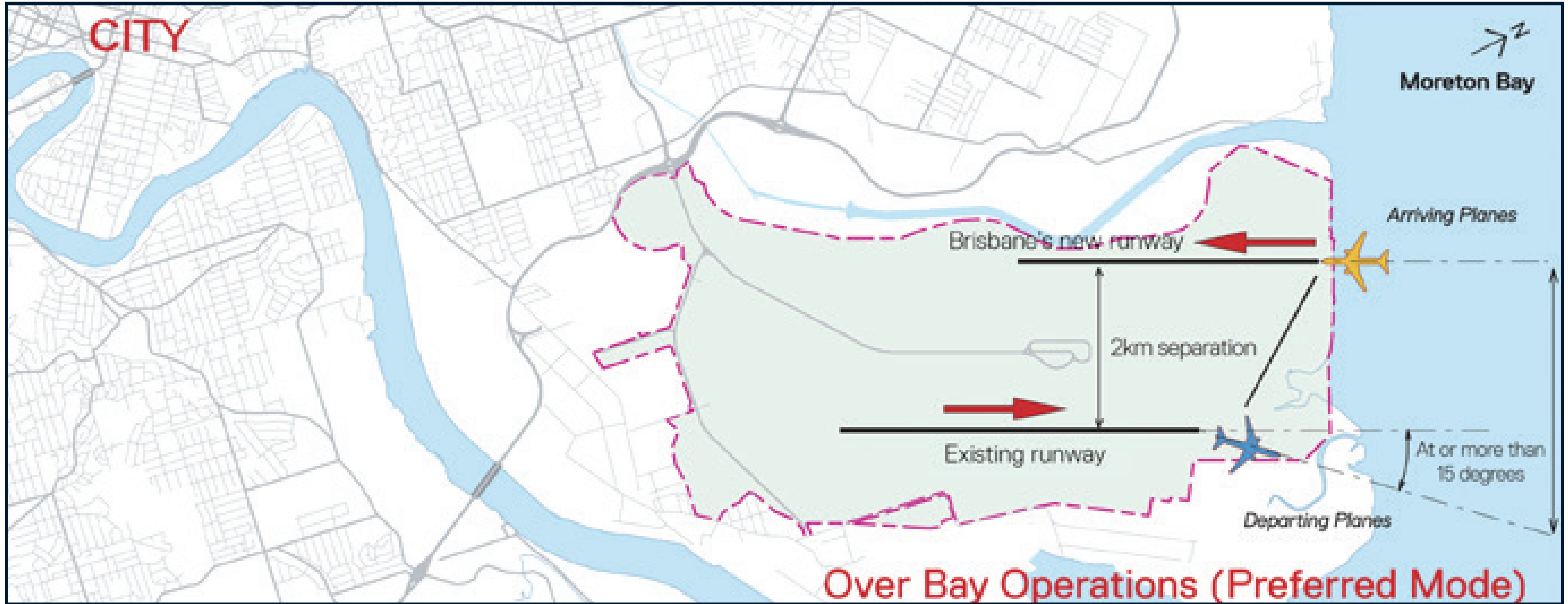
[bfpca.org.au/flightpaths](http://bfpca.org.au/flightpaths)





[bfpca.org.au/schools](http://bfpca.org.au/schools)





2006





2006

SODPROPs (over the bay)  
preferred mode weekday and  
weekend, day and night.

Disclaimer: Day Mode –  
“‘passive’ i.e. at Airservices  
Australia discretion to be used if  
air traffic are low for an  
extended period”



Table 10.4a: Weekday Operations – Monday to Friday.

WEEKDAY OPERATIONS – Monday to Friday		
Day Mode (6am to 8pm)	1.	Mode 1: SODPROPs (downwind up to 5 knots) – ‘passive’ i.e. at Airservices Australia discretion to be used if air traffic are low for an extended period
	2.	Mode 6: RWY19 Mixed Parallel
	3.	Mode 2: RWY01 Mixed Parallel
Evening Mode (8pm to 10pm)	1.	Mode 1: SODPROPs (downwind up to 5 knots) – ‘active’ i.e. to be used if available
	2.	Mode 6: RWY19 Mixed Parallel
	3.	Mode 2: RWY01 Mixed Parallel
Night Mode (10pm to 6am)	1.	Mode 1: SODPROPs (downwind up to 5 knots) – ‘active’
	2.	Mode 11: DODPROPs (downwind 5 to 10 knots) – ‘active’
	3.	Mode 12: DODPROPs + 19R non-jet departures
	4.	Mode 9: RWY19 Semi-mixed Parallel – departures RWY19L only (or Mode10b)
	5.	Mode 4: RWY01 Semi-mixed Parallel – arrivals RWY01R only (or Mode 10a)

Table 10.4b: Weekend Operations – Saturday and Sunday.

WEEKEND OPERATIONS – Saturday and Sunday		
Day Mode (8am to 8pm)	1.	Mode 1: SODPROPs (downwind up to 5kts) – ‘passive’ i.e. at Airservices Australia discretion
	2.	Mode 6: RWY19 Mixed Parallel
	3.	Mode 2: RWY01 Mixed Parallel
Evening Mode (8pm to 10pm)	1.	Mode 1: SODPROPs (downwind up to 5kts) – ‘active’ i.e. must be used if available
	2.	Mode 6: RWY19 Mixed Parallel
	3.	Mode 2: RWY01 Mixed Parallel
Night Mode (10pm to 6am)	1.	Mode 1: SODPROPs (downwind up to 5 knots) – ‘active’
	2.	Mode 11: DODPROPs (downwind 5 to 10 knots) – ‘active’
	3.	Mode 12: DODPROPs + 19R non-jet departures
	4.	Mode 9: RWY19 Semi-mixed Parallel – departures RWY19L only (or Mode10b)
	5.	Mode 4: RWY01 Semi-mixed Parallel – arrivals RWY01R only (or Mode 10a)
Early Morning (6am to 8am)	1.	Mode 1: SODPROPs (5 knots) – ‘active’ i.e. must be used if available
	2.	Mode 6: RWY19 Mixed Parallel
	3.	Mode 2: RWY01 Mixed Parallel



2014  
SODPROPs (over the bay)  
preferred mode weekday and  
weekend, day and night.

Disclaimer changed and  
moved to the bottom in small  
print: “Mode allocation is both  
weather and demand  
dependent and Modes 1 and 2  
will be actively allocated within  
agreed demand rates and down  
wind criteria.”

Source: 2014 BAC Flight Path  
and Noise Information Booklet,  
p. 11



TABLE 2: PARALLEL RUNWAY OPERATING PLAN

WEEKDAY OPERATIONS – MONDAY TO FRIDAY<sup>1</sup>

Time	Number of Available Modes	Preferred Sequence of Application
Day Mode (6am to 8pm)	3	Mode 1: SODPROPS (downwind up to 5kts) – ‘passive’ Mode 3: RWY 19 Mixed Parallel Mode 4: RWY 01 Mixed Parallel
Evening Mode (8pm to 10pm)	3	Mode 1: SODPROPS (downwind up to 5kts) – ‘active’ Mode 3: RWY 19 Mixed Parallel Mode 4: RWY 01 Mixed Parallel
Night Mode (10pm to 6am)	6	Mode 1: SODPROPS (downwind up to 5kts) – ‘active’ Mode 2: DODPROPS (downwind up to 10kts) – ‘active’ Mode 5: RWY 19 Semi-mixed Parallel – departures RWY 19L only Mode 6: RWY 01 Semi-mixed Parallel – arrivals RWY 01R only Mode 3: RWY 19 Mixed Parallels Mode 4: RWY 01 Mixed Parallels

WEEKEND OPERATIONS – SATURDAY AND SUNDAY<sup>1</sup>

Time	Number of Available Modes	Preferred Sequence of Application
Day Mode (8am to 8pm)	3	Mode 1: SODPROPS (downwind up to 5kts) – ‘passive’ Mode 3: RWY 19 Mixed Parallel Mode 4: RWY 01 Mixed Parallel
Evening Mode (8pm to 10pm)	3	Mode 1: SODPROPS (downwind up to 5kts) – ‘active’ Mode 3: RWY 19 Mixed Parallel Mode 4: RWY 01 Mixed Parallels
Night Mode (10pm to 6am)	6	Mode 1: SODPROPS (downwind up to 5kts) – ‘active’ Mode 2: DODPROPS (downwind up to 10kts) – ‘active’ Mode 5: RWY 19 Semi-mixed Parallel – departures RWY 19L only Mode 6: RWY 01 Semi-mixed Parallel – arrivals RWY 01R only Mode 3: RWY 19 Mixed Parallels Mode 4: RWY 01 Mixed Parallels
Early Morning (6am – 8am)	3	Mode 1: SODPROPS (downwind up to 5kts) – ‘active’ Mode 3: RWY 19 Mixed Parallel Mode 4: RWY 01 Mixed Parallel

<sup>1</sup> Mode allocation is both weather and demand dependent and Modes 1 and 2 will be actively allocated within agreed demand rates and down wind criteria.



2020

Now SODPROPs (over the bay) only at night.




**Disclaimer:** “When traffic levels and weather conditions allow, SODPROPS may be used at other times to achieve the best possible noise abatement outcomes. This is likely to occur during periods of low demand in the evening during the week, and evening and early morning at the weekend.”

**Source:** 2020 BAC Noise Information Booklet, p. 11







TABLE 2: PARALLEL RUNWAY OPERATING PLAN

WEEKDAY OPERATIONS – MONDAY TO FRIDAY

Time	Number of Available Modes	Preferred Sequence of Application
Day Mode (6am to 6pm)	2	 Mode 3: RWY 19 Mixed Parallel Mode 4: RWY 01 Mixed Parallel
Evening Mode (6pm to 10pm)	2	 Mode 3: RWY 19 Mixed Parallel Mode 4: RWY 01 Mixed Parallel
Night Mode (10pm to 6am)	4	 Mode 1: SODPROPS (Visual conditions and tailwind up to 5kts) – ‘active’ to be used if available Mode 2: Reciprocal Operations (tailwind up to 5kts, lower cloud base and/or visibility) – ‘active’ to be used if available Mode 3A: RWY 19 Semi-mixed Parallel – departures RWY 19L only Mode 4A: RWY 01 Semi-mixed Parallel – arrivals RWY 01R only

WEEKEND OPERATIONS – SATURDAY AND SUNDAY

Time	Number of Available Modes	Preferred Sequence of Application
Day Mode (6am to 6pm)	2	 Mode 3: RWY 19 Mixed Parallel Mode 4: RWY 01 Mixed Parallel
Evening Mode (6pm to 10pm)	2	 Mode 3: RWY 19 Mixed Parallel Mode 4: RWY 01 Mixed Parallel
Night Mode (10pm to 6am)	4	 Mode 1: SODPROPS (Visual conditions and tailwind up to 5kts) – ‘active’ to be used if available Mode 2: Reciprocal operations (tailwind up to 5kts, lower cloud base and/or visibility) – ‘active’ to be used if available Mode 3A: RWY 19 Semi-mixed Parallel – departures RWY 19L only Mode 4A: RWY 01 Semi-mixed Parallel – arrivals RWY 01R only

“Early morning” mode 6am to 8am removed altogether. 

When traffic levels and weather conditions allow, SODPROPS may be used at other times to achieve the best possible noise abatement outcomes. This is likely to occur during periods of low demand in the evening during the week, and evening and early morning at the weekend.



2020

Now SODPROPs (over the bay) only at night.

**Disclaimer:** “When traffic levels and weather conditions allow, SODPROPs may be used at other times to achieve the best possible noise abatement outcomes. This is likely to occur during periods of low demand in the evening during the week, and evening and early morning at the weekend.”

**Source:** Noise Abatement Procedures Brisbane, Airservices Australia, 21 May 2020, p. 1



## NOISE ABATEMENT PROCEDURES BRISBANE

Air Traffic Control will maximise the use of preferred flight paths and over water operations. Pilots and Air Traffic Control will determine when critical operational requirements preclude the use of noise abatement procedures.

### 1 PREFERRED RUNWAYS OPERATIONS

Day

0600-2200 HR Local Daily.

PRIORITY	LAND	TAKE-OFF
1	RWY 19L/R	RWY 19L/R
2	RWY 01L/R	RWY 01L/R



Night

2200-0600 HR Local Daily.

PRIORITY	LAND	TAKE-OFF
1	RWY 19R	RWY 01R (Limited turboprops off RWY 19R 0500-0600 Local time)
2	RWY 19L/R	RWY 01R (Reciprocal Runway Operations)
3	RWY 19L/R	RWY 19L
4	RWY 01R	RWY 01L/R



RWY01L arrivals and RWY19R jet departures not permitted between 2200-0600 local unless, due weather or operational issues such as loss of airport infrastructure, these are the only runways available for use.

Day and Night preferred runway operations will be nominated during normal operations. Air traffic control may nominate alternative runway configurations when required due to critical operational requirements or unusual operations such as emergencies.

### Simultaneous Opposite Direction Parallel Runway Operations

From 2200-0600 local, Simultaneous Opposite Direction Parallel Runway Operations (SODPROPs) is preferred (LAND RWY19R, TAKE-OFF RWY01R).

When traffic levels and weather conditions allow, SODPROPs may be used at other times to achieve the best possible noise abatement outcomes. This is likely to occur during periods of low demand in the evening during the week, and evening and early morning at the weekend.

Requirements for operating SODPROPs are as follows:

- Visibility 8KM
- Cloud base not less than 2500ft
- Tailwind component does not exceed 5KTS (including gusts)
- Runway surface is completely dry

Between 0500-2200 local a limited number of RWY 19R non-jet departures may be facilitated to reduce delays for jet aircraft departures from RWY 01R.

If visibility is less than 8km or the cloud base is less than 2500ft, reciprocal runway operations will become the preferred mode during Night hours providing:

- Tailwind component does not exceed 5kts (including gusts) and
- Runway surface is completely dry

Pilots may request an arrival RWY 19L/R or departure RWY 01R when tailwind exceeds 5KTS during Night hours.



## 2006

- ✗ New flight paths or existing flight path changes to occur over water where possible, especially where aircraft are below 5,000 ft.
- ✗ Where it is not possible for new flight paths to be over water, flight paths to be concentrated over uninhabited areas where possible.
- ✗ If flight paths over residential areas are necessary, then residential areas overflowed by aircraft to be minimised to the extent practicable.
- ✗ Residential areas overflowed by departing aircraft should not to the extent practicable also be overflowed by arriving aircraft.

**Source:** 2006 BAC Flight Path and Noise Information Booklet, p. 60



# Dirty flight paths

1. Lower arrival flight paths = more noise
2. Flaps being extended sooner = more noise x 2
3. Engines on higher power = more noise x 3 (+ extra fuel consumption)



# In force legislation not applied to Brisbane

## Sydney Airport Curfew Act 1995



- C2021C00045

In force - Latest Version

[View Series](#)

DETAILS

EXPAND

## Aircraft Noise Levy Act 1995



- C2012C00908

In force - Latest Version

[View Series](#)

DETAILS

EXPAND

## Sydney Airport Demand Management Act 1997



- C2016C00441

In force - Latest Version

[View Series](#)

DETAILS

EXPAND

## Airports Act 1996



- C2021C00019

In force - Latest Version

[View Series](#)

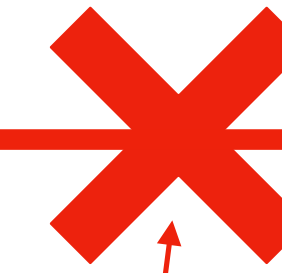
DETAILS

EXPAND

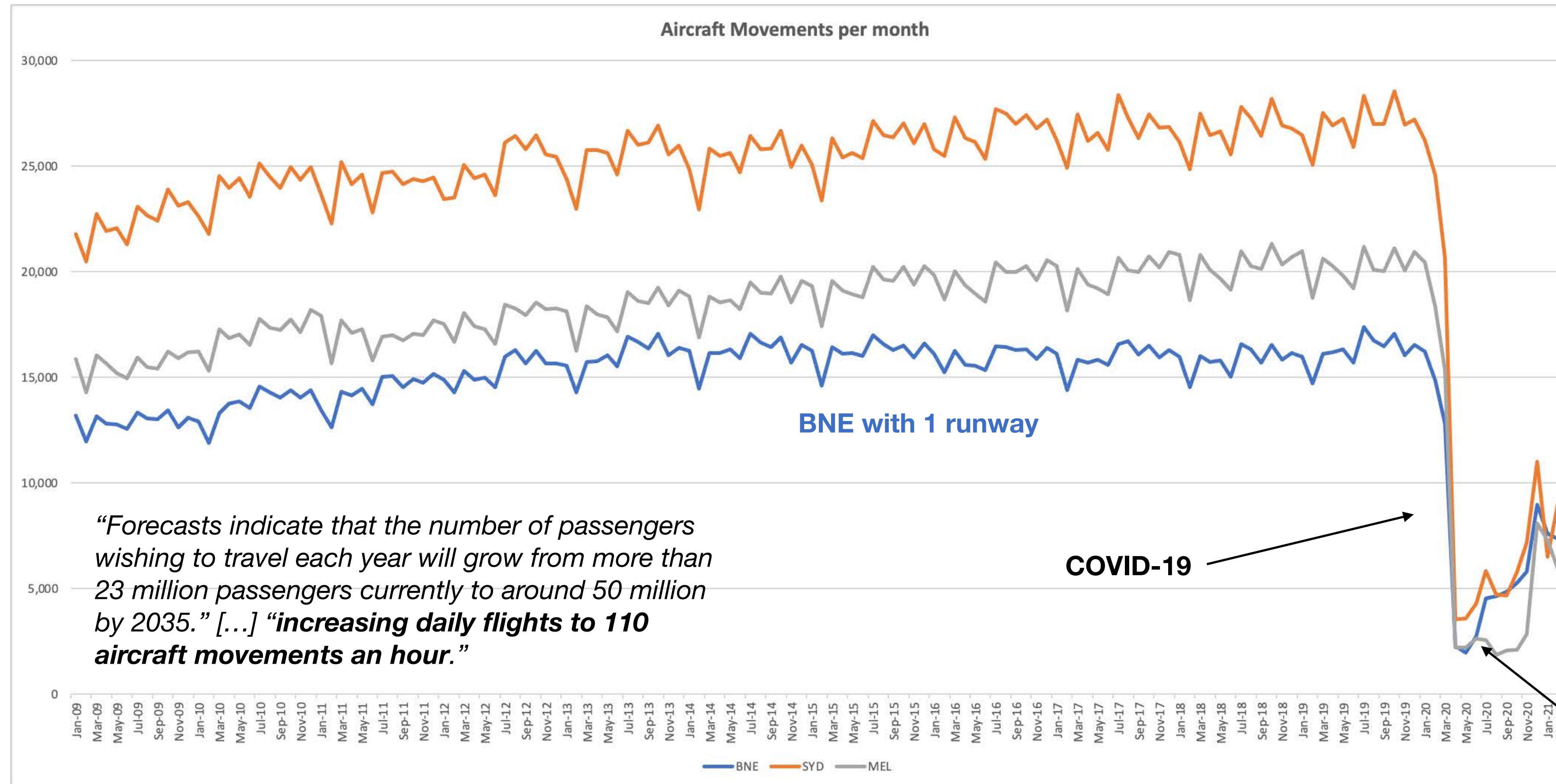


# Aircraft Movements 2009 – 2021

## Sydney, Melbourne & Brisbane



**BNE 2035:  
37,820**



SYD has 2 runways and a night time curfew plus a movement cap of 80 flights per hour

BNE now has 2 runways since July 2020, but no night time curfew and no movement cap

Without a night time curfew and movement caps in place, the capacity at BNE can exceed SYD by 37.5% assuming BAC’s capacity rate of 110 flights an hour.

BNE New Parallel Runway launch 12 July 2020

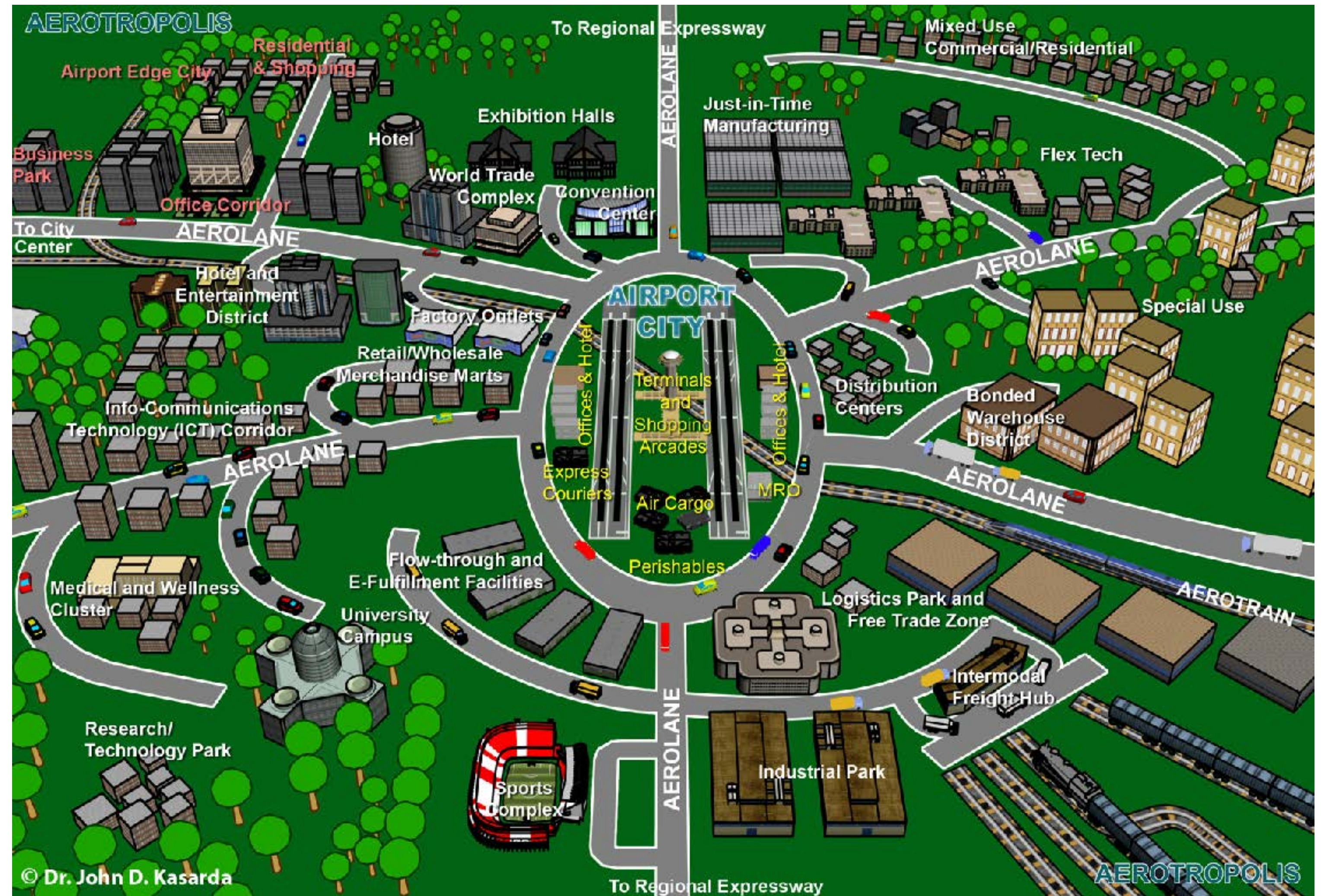


# BAC are turning Brisbane into an Aerotropolis

## Not a city with an airport, but an airport with a city attached to it.



Royal Schiphol Group and specifically BAC have long been guided by the vision of turning Brisbane into an “aerotropolis” as proposed by **Dr John Kasarda**, president and CEO of Aerotropolis Business Concepts LLC and president of the Aerotropolis Institute China. <https://aerotropolis.com/>





# State capture





# Some of the key issues

- Inadequate community engagement
- 2007 EIS noise forecasts don't match lived experience
- SODPROPS (over water) mode quietly removed from NAP
- Noise concentration over densely populated areas
- Noise monitoring uses averages rather than peak noise
- 'Dirty' flight paths
- Legacy's 'noise sharing' didn't result in respite or relief
- Legislative protections in force not applied to Brisbane
- Passing the buck, collusion, regulatory capture, state capture





# Our work and progress to date



# Community Surveys 2021 and 2022

**[bfpca.org.au/survey2022release](https://bfpca.org.au/survey2022release)**

## BFPCA Community Survey Report

March 2021





# ANO Submission

**[bfpca.org.au/ano-report](https://bfpca.org.au/ano-report)**

## BFPCA Submission to the Aircraft Noise Ombudsman

Executive Summary

April 2021





# Senate Estimates

**[bfpca.org.au/estimates](http://bfpca.org.au/estimates)**

**BFPCA  
Questions for  
Senate  
Estimates  
June 2021**

June 2021





# Letters to MPs & CEOs

**bfpca.org.au/letters**



Brisbane Flight Path Community Alliance  
c/o David Diamond, Chair

[contact@bfpca.org.au](mailto:contact@bfpca.org.au)

**Gert-Jan de Graaff**  
Chief Executive Officer  
Brisbane Airport Corporation  
PO Box 61  
Hamilton Central QLD 4007  
[gert-jan.degraaff@bne.com.au](mailto:gert-jan.degraaff@bne.com.au)

13 April 2021

Dear Mr de Graaff

I am writing to you on behalf of Brisbane Flight Path Community Alliance (BFPCA), representing a large group of Brisbane communities adversely affected by Brisbane Airport's flight paths – including noise pollution and human health impacts.

Since Brisbane Airport's New Parallel Runway (NPR) and new flight paths commenced operation in July 2020, there has been a severe increase in noise pollution and health impacts on thousands of people and many communities in Brisbane.

BFPCA recognises that aviation is vital for a modern city and crucial for economic prosperity and we acknowledge the significant role of the aviation industry for Brisbane and Queensland communities. However, communities have the right to the quiet enjoyment of their neighbourhoods free from preventable, excessive, unsustainable and unmitigated aircraft noise pollution.

BFPCA, in follow up to numerous complaints from its members, and also in response to the ongoing investigation by the Aircraft Noise Ombudsman, conducted its own review of the NPR community consultation process focussing on the 2006/2007 Environmental Impact Statement (EIS). It also surveyed the local impacted communities.

## The Issues

The results are extremely troubling from a resident's viewpoint, and we believe should also be of significant concern to Brisbane Airport Corporation's (BAC) leadership. They demonstrate systemic and fundamental failure of governance by BAC, who have engaged the community with inaccurate and misleading information over an extended period of time. In particular, the review concluded that there were significant deficiencies across critical aspects of the 2006/2007 EIS process that have denied residents the opportunity of good faith consultation:

- BAC failed to achieve a social license to operate for the NPR and its flight paths due to its flawed and inadequate community engagement methodology. The methodology ignored the linear aspects of the new infrastructure (flight paths) and relied on indirect and low impact engagement tactics, which failed to adequately reach impacted residents outside a five-kilometre radius of the airport.



# Federal Petition

**[bfpca.org.au/petition-update](https://bfpca.org.au/petition-update)**



Brisbane Flight Path Community Alliance  
PO Box 2031  
New Farm QLD 4005  
[contact@bfpca.org.au](mailto:contact@bfpca.org.au)

Butler MP / Griffith  
Dutton MP / Dickson  
Evans MP / Brisbane  
Perrett MP / Moreton  
Simmonds MP / Ryan  
Vasta MP / Bonner  
Wells MP / Lilley

2 September 2021

## Federal Petition EN2983 – Noise pollution from Brisbane Airport’s flight paths

Dear \_\_\_\_\_,

Last night at midnight 11:59 pm (AEST), BFPCA’s federal petition to the House of Representatives closed for signatures, and we are pleased to see close to 2,500 signatures being collected over the last four weeks. Discounting the COVID-19 anti-vaccination petitions, our petition has attracted the **second highest number of signatures** over the last four weeks of all open petitions. This is a clear indication that the issue of excessive noise pollution from Brisbane Airport’s flight paths is already a **significant federal election issue**.

We expect the Petitions Committee will now refer the petition to the Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development, the Hon Barnaby Joyce MP who will be requested to respond within 90 days. We are advised that when his response has been received, the Committee must first see it at a meeting. The Committee usually meets each week that the House meets. The Petitions Committee Chair usually presents Ministerial responses each Monday that the House meets. The response is then presented to the House by the Committee Chair, it is published on the petition webpage, and the principal petitioner is notified.

BFPCA is a community organisation representing thousands of residents, families, communities across more than 30 suburbs across Greater Brisbane. We have been copied into many complaints lodged with your office by your constituents who are looking to their elected representative for leadership and action. The BFPCA petition presents a timely and strategic opportunity for you to express your support for the community’s demands as expressed by the petition and endorsed by BFPCA and the signatories. We thus invite you to:

1. **Issue a statement** in support of BFPCA’s petition, which we will circulate to all our subscribers and supporters;
2. **Write to the Hon Barnaby Joyce MP** in support of the BFPCA petition calling on him to act on the petitioners’ concerns and action the petition’s twofold request;
3. Indicate to BFPCA by 15 Sep 2021 whether you are willing to **present our petition to the House**, and we will then make arrangements and let the Petitions Committee secretariat know.

The below map presents an overlay of the extent the flight path network of Brisbane Airport stretches across Greater Brisbane over the federal electoral divisions including your own. It clearly shows the severe impact the



[contact@bfpca.org.au](mailto:contact@bfpca.org.au)  
[bfpca.org.au](https://bfpca.org.au)



# Input into PIR & BAPAF

**[bfpca.org.au/pir](https://bfpca.org.au/pir)**  
**[bfpca.org.au/bapaf](https://bfpca.org.au/bapaf)**



## BRISBANE FLIGHT PATH COMMUNITY ALLIANCE

**Brisbane Airport Flight Path Changes Post-Implementation Review (PIR):  
Feedback on PIR Draft Terms of Reference**

4 September 2021

**Brisbane Flight Path Community Alliance, Inc.**  
PO Box 2031  
New Farm QLD 4005  
e [contact@bfpca.org.au](mailto:contact@bfpca.org.au)  
w [bfpca.org.au](https://bfpca.org.au)



[contact@bfpca.org.au](mailto:contact@bfpca.org.au)  
[bfpca.org.au](https://bfpca.org.au)



NOISE ABATEMENT PROCEDURES  
BRISBANE

Air Traffic Control will maximise the use of preferred flight paths and over water operations to minimise noise impacts on the community. Pilots and Air Traffic Control will determine when critical operational requirements that impact safety preclude the use of noise abatement procedures.

1. PREFERRED RUNWAYS OPERATIONS

Simultaneous Opposite Direction Parallel Runway Operations

Simultaneous Opposite Direction Parallel Runway Operations (SODPROPs) is the preferred (LAND RWY19R, TAKE-OFF RWY01R) operational mode at Brisbane Airport. This mode is designed to provide the best noise relief to the community, however does not always meet the operational requirements relating to expected traffic levels.

When traffic levels and weather conditions allow, SODPROPs will be the nominated operational mode. The maximum arrival rate to allow SODPROPS is 20 aircraft/hr. This is likely to occur during periods of low demand in the evening during the week, and evening and early morning at the weekend. Where predicted arrival rates are below 20/hr for at least 75 minutes and the requirements below are met SODPROPS will be nominated.

Requirements for operating SODPROPs are as follows:

- 1. Arrival rate not exceeding 20/hr
- 2. Visibility 8KM
- 3. Cloud base not less than 2500ft, and
- 4. The runway conditions defined in AIP ENR nomination of runways clause.

Peak Periods

0600-2200 HR Local Daily

PRIORITY	LAND	TAKE-OFF
1	RWY 19R	RWY 01R
2	RWY 19L/R	RWY 19L/R
3	RWY 01L/R	RWY 01L/R

Off Peak Periods

2200-0600 Local Daily

PRIORITY	LAND	TAKE-OFF
1	RWY 19R	RWY 01R (Limited turboprops off RWY 19R 0500-0600 Local time)
2	RWY 19R	RWY 01R (Dependent Opposite Direction Parallel Runway Operations)
3	RWY 19L/R	RWY 19L
4	RWY 01R	RWY 01L/R

RWY01L arrivals and RWY19R jet departures not permitted between 2200-0600 local unless, due weather or operational issues such as loss of airport infrastructure, these are the only runways available for use.

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... [1]

Brisbane  
Noise Abatement Operating Plan

Version 0.1



# Drone Delivery Services

[bfpca.org.au/drones](https://bfpca.org.au/drones)

## BFPCA Submission: **Drone Delivery Services**

2 Dec 2022





# Airservices stonewalling noise complainants FOI documents reveal

Published by **BFPCA** on 29/03/2022

**Airservices Australia systematically stonewalls community members with legitimate complaints about aircraft noise, claims local community group Brisbane Flight Path Community Alliance (BFPCA).**

**Community complaints manuals obtained through Freedom of Information requests show how Airservices staff are instructed to provide pre-scripted answers designed to quash complaints and prevent them from progressing to investigation or referral to the Civil Aviation Safety Authority (CASA) or to the Department of Infrastructure, Transport, Regional Development and Communications.**

**[bfpca.org.au/ncis](https://bfpca.org.au/ncis)**



# FEDERAL ELECTION SCORE CARD

## BFPCA.ORG.AU/SCORECARD



# BFPCA

### 1. Independent Airspace Review



### 2. Ministerial Direction to Redesign



### 3. Brisbane Airport Community Forum



### 4. Long-Term Operating Plan



### 5. Curfew



### 6. Airport Capacity Declaration



### 7. Collect Aircraft Noise Levies



### 8. Amend the Air Services Act 1995



full commitment: some commitment: no commitment:

The 2022 federal election is our best chance to fight excessive noise pollution from Brisbane Airport's flight paths.

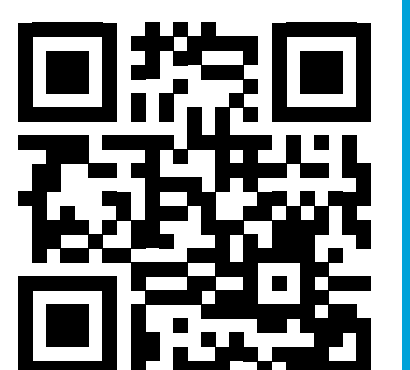
BFPCA has asked the three main parties to confirm whether they are committed to the community's key demands.

Visit **[bfpca.org.au/scorecard](https://bfpca.org.au/scorecard)** for explanations of all items as well as full statements received from each party.

Make your own assessment and make your vote count


[fb.me/bfpca.org.au](https://fb.me/bfpca.org.au)

BFPCA\_



Authorised by D. Diamond, Brisbane Flight Path Community Alliance, PO Box 2031, New Farm QLD 4005





# BFPCA seeks assistance from Dutch Parliament

Published by **BFPCA** on 06/12/2022

Today, BFPCA formally wrote to the Dutch Parliament seeking their help and assistance. Our letter is addressed at the members of the Committee for Finance and the Committee for Infrastructure and Water Management in their role of providing scrutiny and accountability checks to the Dutch Government, which in turn is the majority shareholder in the Royal Schiphol Group.

**[bfpca.org.au/tweedekamer](https://bfpca.org.au/tweedekamer)**



# BFPCA's appeals pathways

1. **Political advocacy** – to get the attention of decision makers and politicians;
2. **Community engagement** – to build our numbers and grow our movement;
3. **Legal review** – to understand what judicial appeals pathways are available to us;
4. **Technical assessment** – to understand how things can be improved;
5. **Shareholder activism** – to lobby BAC's investors to exercise additional pressure.



# What have we achieved?





# ANO Report



Investigation into complaints about the  
flight paths associated with the Brisbane  
Airport new parallel runway

August 2021

**[bfpca.org.au/ano-report](https://bfpca.org.au/ano-report)**



# Federal government announces 'independent' community forum to tackle Brisbane flight noise

Monday 27 Sep 2021 at 11:42am

# BAPAF



[abc.net.au/news/2021-09-27/barnaby-joyce-announces-community-forum-for-brisbane-flight-noise/100493726](https://abc.net.au/news/2021-09-27/barnaby-joyce-announces-community-forum-for-brisbane-flight-noise/100493726)



Brisbane New Parallel Runway Flight Paths Post Implementation Review

# Independent Review

Final Report

Version 1.0

July 2022



# TRAX Report

“The value of the contract totals \$590,450 (GST exclusive) and includes travel expenses capped at \$60,550, for services rendered from 1 January 2022 to 30 April 2022.”

**[bfpca.org.au/pir](https://bfpca.org.au/pir)**



# Brisbane New Parallel Runway Flight Paths Post Implementation Review (PIR)

**FINAL REPORT**

**Version 1.0**

**Effective Date: 14 December 2022**

## PIR Report

1. Strong, transparent and representative governance;
2. Maximise flights over water;
3. Reduce the frequency and concentration of flights over communities;
4. Wider airspace review.





Shadow Minister for Infrastructure, Transport and Regional Development

29 March 2022

Mr David Diamond  
Chair  
Brisbane Flight Path Community Alliance Inc.  
PO Box 2031  
New Farm QLD 4005  
Via email: [contact@bfpca.org.au](mailto:contact@bfpca.org.au)

Dear Mr Diamond

Thank you for your letter of 4 March 2022 seeking an outline of the Australian Labor Party's position in respect of the Brisbane Flight Path Community Alliance (the Alliance)'s aircraft noise report card.

I am attaching to this letter the Alliance's "report card" complete with Labor's policy positions, but I wanted to take this opportunity to set out Labor's view in more detail.

Led by our local MPs, Labor has long argued the Morrison-Joyce Government needed to take seriously the concerns of residents affected by aircraft noise. We were pleased to see the Government follow Labor's lead last September by establishing an independent airport forum for Brisbane residents. If Labor is successful at the next election, we will make that forum permanent and independent along the lines of the Sydney Airport Community Forum. There may well be value in a continued role for the Brisbane Airport consultation group insofar as it related to other activities on the airport – that would be something for us to work through with Brisbane Airport and other stakeholders if we are fortunate enough to form government after the next election.

Labor is committed, in government, to delivering a new aviation white paper of the kind not seen since Anthony Albanese was Minister in 2009. That white paper set the scene for a range of the consultative mechanisms now in place, but we recognise that more than a decade later they require a refresh.

While Labor does not support the idea of a curfew for Brisbane Airport, we note the Brisbane Airport Post Implementation Review Advisory Forum (BAPAF) has reserved its position on the need for demand management measures until noise improvements achieved from immediate measures proposed by the Brisbane Airport Corporation, and the outcomes of changes committed to through the Airservices Post Implementation Review, can be assessed.

We further note that in response to BAPAF's recent progress report, Airservices appointed independent global air traffic management advisor Trax International to independently review

29 March 2022:

“Labor is committed, in government, to delivering **a new aviation white paper of the kind not seen since Anthony Albanese was Minister in 2009**. That white paper set the scene for a range of the consultative mechanisms now in place, but we recognise that more than a decade later they require a refresh.”

**[bfpca.org.au/scorecard](https://bfpca.org.au/scorecard)**



# **Brisbane Airport Community Aviation Consultation Group**

Three community-aligned members appointed to BACACG  
and two to AACACG (Archerfield)

The logo for BACACG features the acronym in a bold, blue, sans-serif font. Behind the text are several overlapping, light teal circles of varying sizes, creating a circular pattern.

**BACACG**

**[bacacg.com.au](http://bacacg.com.au)**



# News media coverage

22/08/2022 – 10 News

## Long-awaited report into Brisbane flight path noise released



22/08/2022 – 7NEWS

## Final report recommends changes to Brisbane flight paths



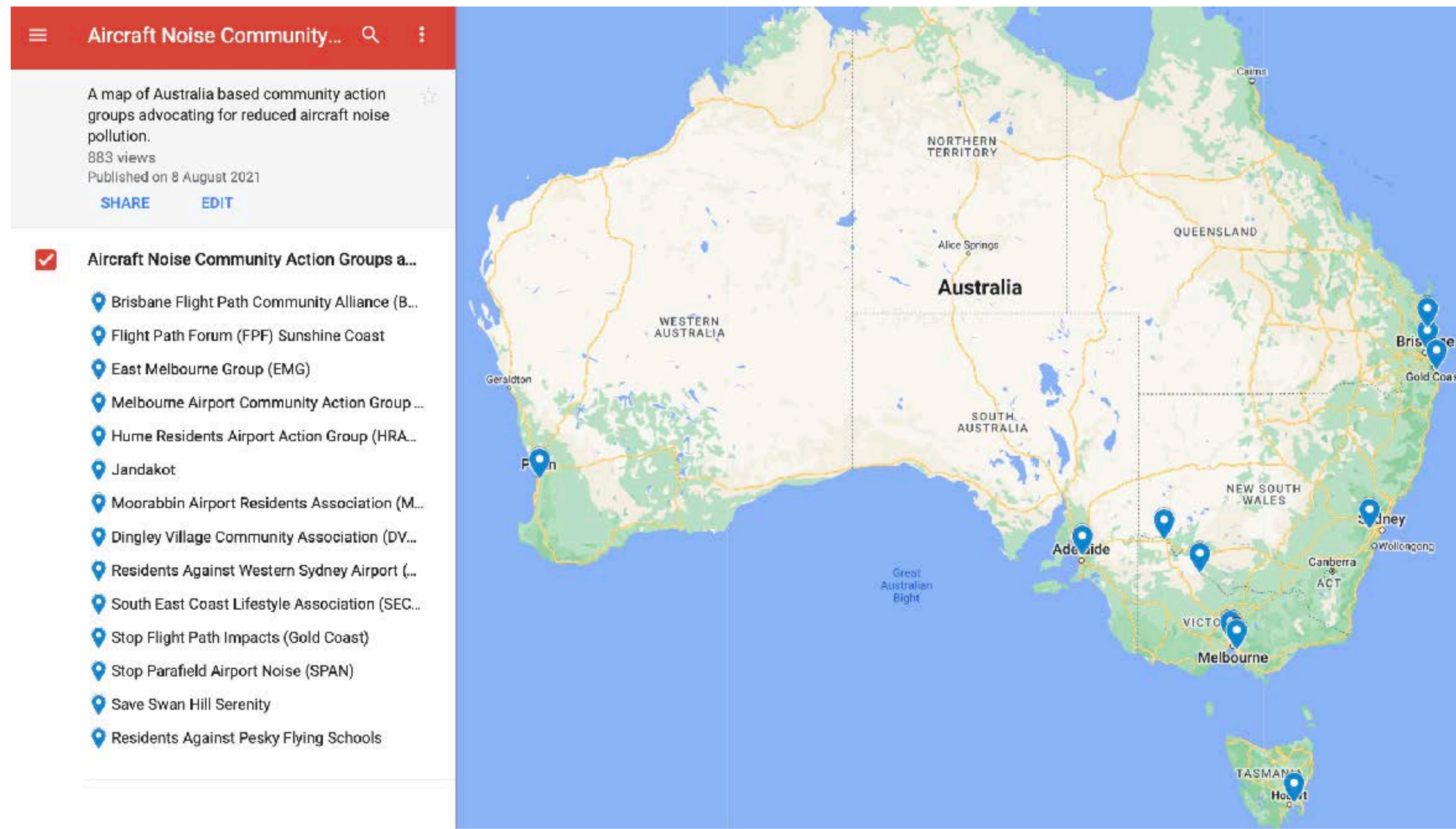
[bfpca.org.au/media-coverage](http://bfpca.org.au/media-coverage)



# Joined forces with other community groups

Founding member of the **Community Aviation Alliance Australia (CAAA)**

Friends with the Union Européenne Contre les Nuisances Aériennes (UECNA): **European Union Against Aircraft Nuisances**



[bfpca.org.au/friends](https://bfpca.org.au/friends)



# What have we achieved?

- Built Australia's largest aviation noise community group
- 3 independent entities confirmed that our complaints are valid
- Made Brisbane flight path noise a major federal election issue
- Federal government spent \$0.5M+ on TRAX review
- Three community-aligned members appointed to BACACG
- All 3 main parties agree to Brisbane Airport Community Forum
- Continuous media coverage incl. interest from ABC 4 Corners
- Posing a real challenge to Australia's aviation industry cartel





# THANK YOU!





# What's next?





# CURFEW A BETTER PLAN

Airservices Australia and Brisbane Airport Corporation want an **unlimited number of planes flying over greater Brisbane** to make them rich.

Their solution to the devastating noise pollution this is causing is to “share” it to new suburbs, including yours. BFPCA is fighting for a better solution; a **curfew** and a total **flight cap** just like Sydney Airport has.

**NOISE SHARING: IS YOUR SUBURB NEXT?**

SCAN THE QR CODE TO FIND OUT HOW A CURFEW AND TOTAL FLIGHT CAP CAN SAVE BRISBANE.



[BFPCA.ORG.AU/NOISESHARING](https://bfPCA.org.au/noisesharing)



**The Hon Catherine King MP**

Minister for Infrastructure, Transport, Regional Development and Local Government  
PO Box 6022  
House of Representatives, Parliament House  
Canberra ACT 2600  
Via email: [Minister.King@mo.infrastructure.gov.au](mailto:Minister.King@mo.infrastructure.gov.au)

Brisbane, 23 November 2022

**Excessive flight path noise pollution across Brisbane: BFPCA meeting request**

Dear Minister,

Brisbane residents are suffering from unrelenting and unsustainable aircraft noise resulting from the New Parallel Runway at Brisbane Airport and associated flight path design changes to Brisbane's airspace.

Brisbane Flight Path Community Alliance (BFPCA) formed in November 2020, soon after the new flight paths become operational when we all realised Brisbane Airport Corporation (BAC) and Airservices Australia's promises about minimal impacts were lies.

Since then, our community has worked with the Aircraft Noise Ombudsman (ANO), Airservices Australia, and Brisbane Airport Corporation through their established channels to try and effect change. The ANO corroborated the Brisbane community's experience that community consultation for the introduction of the new airspace architecture was **inadequate and misleading** (see ANO report Oct 2021<sup>1</sup>), but Airservices and BAC failed to act. Instead, evidence from FOI releases and Senate Estimates confirms that they used their immense institutional power to stonewall people suffering and gaslight communities and elected representatives by lying about the volume of complaints they receive through arcane reporting methods.<sup>2</sup>

We then turned to our local elected representatives, both incumbent and aspiring, for help. As a result, the Brisbane Airport Post Implementation Review Advisory Forum (BAPAF) was created by the former government. Under sustained pressure from our community for independent oversight of the Post Implementation Review, BAPAF recommended that Airservices commission TRAX International to conduct a review. This review produced 49 recommendations across four work packages that could have already been implemented by Airservices to mitigate the impacts of noise

<sup>1</sup> <https://bfpca.org.au/ano-report/>

<sup>2</sup> <https://bfpca.org.au/ncis/> and <https://bfpca.org.au/estimates/>

# Meeting Minister King

201 days in office.

26 days without a response.



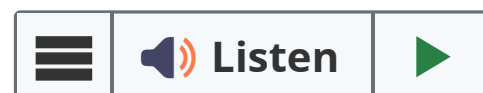




# Aviation White Paper

**2023 edition to come...**

**[aviationwhitepaper@infrastructure.gov.au](mailto:aviationwhitepaper@infrastructure.gov.au)**



The Aviation White Paper (the White Paper) will set the long-term policies to guide the next generation of growth and innovation in the aviation sector.

It will clearly articulate the Commonwealth Government's policies on desired aviation outcomes in relation to safety, competitiveness, sustainability and efficiency to ensure the sector is appropriately positioned to deliver aviation services for the Australian public out to 2050.

The White Paper will examine issues across the aviation sector. This includes four specific areas identified by the Government when announcing the White Paper:

- how to maximise the aviation sector's contribution to achieving net zero carbon emissions, including through sustainable aviation fuel and emerging technologies
- the economic reforms needed to improve productivity across the sector, including addressing skills shortages, competition between airports and airlines, and charting a course out of the pandemic
- how to support and regenerate Australia's general aviation sector
- better mechanisms for consultation on and management of issues like aircraft noise, airport development planning and changing security requirements.

In the 2022-23 Budget, the Government committed \$7 million of funding to deliver the White Paper.





Catherine King MP ✓  
@CatherineKingMP



An important roundtable this afternoon, focussing on jobs and skills in the aviation sector.

Bringing together key stakeholders, these discussions will feed directly into the Jobs and Skills Summit next week.



3:21 PM · Aug 23, 2022



Catherine King ✓  
7 November · 🌐



We are supporting the take-up of emerging aviation technology in Australia, with more than \$18 million awarded for 12 projects under the first round of the Emerging Aviation Technology Partnerships program.

This program is about ensuring our aviation remains at the forefront of innovation as it continues to develop and grow.







Australian Government

Flight Path to the Future

National Aviation Policy  
**White Paper**

December 2009



# What was the impact of the previous 2009 white paper?

## Nil.





Flight Path to the Future

National Aviation Policy  
**White Paper**

December 2009



**2009: “The Government has reinforced through recent airport master planning processes the ongoing importance of effective noise management strategies, including the need for a periodic review of the need for a curfew at Brisbane.”**





Australian Government  
Department of Infrastructure and Regional Development

# Future Brisbane Airport Operations

*A Review of the Need for a Curfew at Brisbane Airport*

*Final Report prepared by the Brisbane Airport Curfew Review Steering Committee to  
assess the need for night-time noise mitigation strategies at Brisbane Airport*

December 2013

**“Brisbane Airport will be one of few non-capacity  
constrained, curfew-free capital city airport”**

Jim Parashos, Executive GM Aviation, BAC

## 2. Introduction and conduct of the review

This document is the final report of the Brisbane Airport Curfew Review Steering Committee on the formal review of the need for a curfew at Brisbane Airport.

The report was drafted by the review Secretariat (the Department of Infrastructure and Regional Development) on behalf of the Steering Committee:

- **Mr Andrew Wilson**, Deputy Secretary, Australian Government Department of Infrastructure and Regional Development (Co-chair);
- **Mr Paul Martyn**, Deputy Director-General Tourism, Queensland Government Department of Tourism, Major Events, Small Business and the Commonwealth Games (Co-chair);
- **Mr Kerry Doss**, Manager, City Planning, City Planning and Sustainability Division, Brisbane City Council;
- **Mr Ken Morrison**, Chief Executive, Tourism and Transport Forum; and
- **Mr Greg Hood**, Executive General Manager, Air Traffic Control, Airservices Australia.

**The proposed night time curfew was rejected because  
“the parallel runway is expected to significantly reduce  
aircraft noise.”**

<https://www.routesonline.com/news/29/breaking-news/295134/five-questions-for-brisbane-airports-jim-parashos/>

[https://www.infrastructure.gov.au/sites/default/files/migrated/aviation/environmental/files/Future Brisbane Airport Operations Final report.pdf](https://www.infrastructure.gov.au/sites/default/files/migrated/aviation/environmental/files/Future_Brisbane_Airport_Operations_Final_report.pdf)



Action	Result	Lesson learnt	Level of Anger
Complain to Airservices.	✗ Nothing.	FOI documents show that Airservices staff are trained in <b>stonewalling</b> tactics.	1 😞
Escalate complaints to the Aircraft Noise Ombudsman.	✗ Nothing.	The ANO is <b>powerless</b> , embedded within Airservices and reports to their board.	2 😡
Attend PIR workshops and make submissions.	✗ Nothing.	The scope of the PIR process <b>excludes meaningful actions</b> from the outset.	3 😡
Escalate complaints to the federal Minister for Transport.	✗ Nothing.	Australia's aviation cartel has control over government policy-making: This is <b>state capture</b> .	4 😡



# Escalate complaints to the Department



**Australian Government**

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**Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts**

## Feedback and complaints

We welcome your feedback about the policy, programs or service provided by the department which can be submitted by writing to us via:

Email: [clientservice@infrastructure.gov.au](mailto:clientservice@infrastructure.gov.au) or

Mail: Director, Governance Section

Department of Infrastructure, Transport, Regional Development, Communications and the Arts

GPO Box 594

CANBERRA ACT 2601

**[infrastructure.gov.au/contact-us](https://infrastructure.gov.au/contact-us)**



# ... and the Commonwealth Ombudsman



**[ombudsman.gov.au](http://ombudsman.gov.au)**



# Shareholder Activism



26.6%	Igneo Infrastructure Partners and related funds
25%	QIC Infrastructure Management and related funds
20%	IFM Investors
19.6%	Royal Schiphol Group
4.9%	Spirit Super
3.9%	Patrizia managed shareholdings



## Core regulated airports ownership, Alliance acquisition scenario

— IFM Investors — Future Fund — Australian Super — Managed by HRL Morrison & Co

### Melbourne Airport

100% Australian Pacific Airports Corporation

- AMP (27.32%)
- **IFM Investors** (25.17%)
- Future Fund (20.34%)
- SAS Trustee Corp (18.47%)
- Utilities of Australia (8.7%)

### Perth Airport

100% Perth Airport Development Group

- Utilities of Aust - UTA (38.26%)
- Future Fund (30.01%)
- Utilities of Aust - PAPF (17.34%)
- Infrastructure Fund (7.19%)
- AustralianSuper (5.25%)
- Sunsuper (1.95%)

### Brisbane Airport

100% Brisbane Airport Corp

- First Sentier Investors (26.6%)
- QIC Infrastructure (25.0%)
- **IFM Investors** (20.0%)
- Royal Schipol Group (19.6%)
- White Helm Capital (8.8%)

### Sydney Airport

Sydney Aviation Alliance

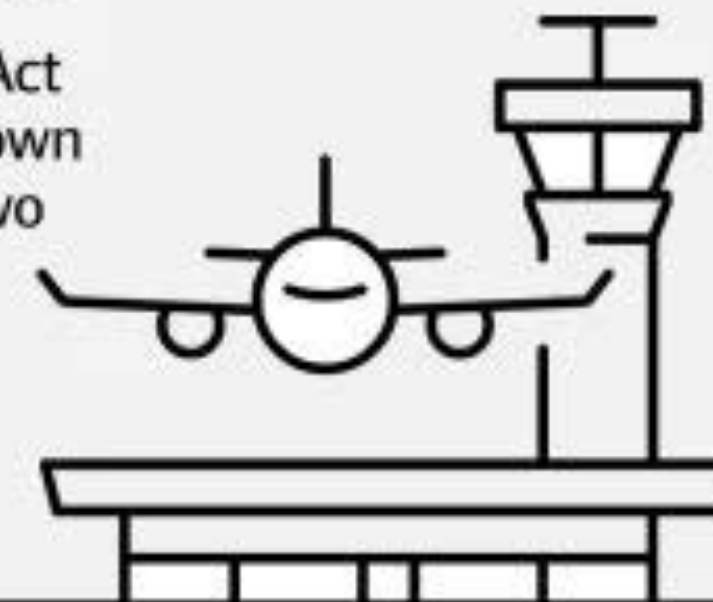
- Global Infrastructure Partners
- Unisuper
- **IFM Investors (2 funds)**
- QSuper
- AustralianSuper

### Consortium members

- IFM Investors (2 funds)
- Conyers Trust company
- QSuper board
- AustralianSuper
- Global Infrastructure Partners
- GIM Advisory Services
- UniSuper (15 per cent)

### IFM's ownership hurdle

Under Australia's Airports Act 1996, no one investor can own more than 15 per cent of two major Australian airports (Sydney and Perth, Sydney and Brisbane, or Sydney and Melbourne)





# Prepare for community protests and rallies





# What's next?

- **Grow the movement**
- **Expand the noise sharing information campaign**
- **Meet with Minister Catherine King MP**
- **Complain to the Department of Infrastructure and Transport and the Commonwealth Ombudsman**
- **Continue legal review and evaluate options for class action**
- **Shareholder activism: Target the super funds co-owning BAC**
- **Prepare for community protests and rallies**
- **Calling for a Royal Commission into the aviation industry cartel**



# How you can help





# Contact us

Please stay in touch with BFPCA news and updates using our social media channels and our newsletter:

 **BFPCA Newsletter** archive and [sign up page](#)

 **BFPCA Facebook Page:** This is where we post **public** news, announcements, videos and re-post media articles. These posts are shareable.

 **BFPCA Facebook Group:** This is a **private** discussion group dedicated to sharing information about Brisbane Airport's flight path noise pollution and its impact on residential communities and neighbourhoods.

 **BFPCA Twitter** account: [@BFPCA\\_](#)

**[bfpca.org.au/contact](https://bfpca.org.au/contact)**  
**[bfpca.org.au/sms](https://bfpca.org.au/sms)**



**Why doesn't Australia  
have high-speed rail?**



I'm Sorry, you'll never get  
a high-Speed rail line  
through here — there's  
an airport in the way.



Wilcox



## High-speed Sydney to Melbourne rail plan ‘will never work’: infrastructure tsar

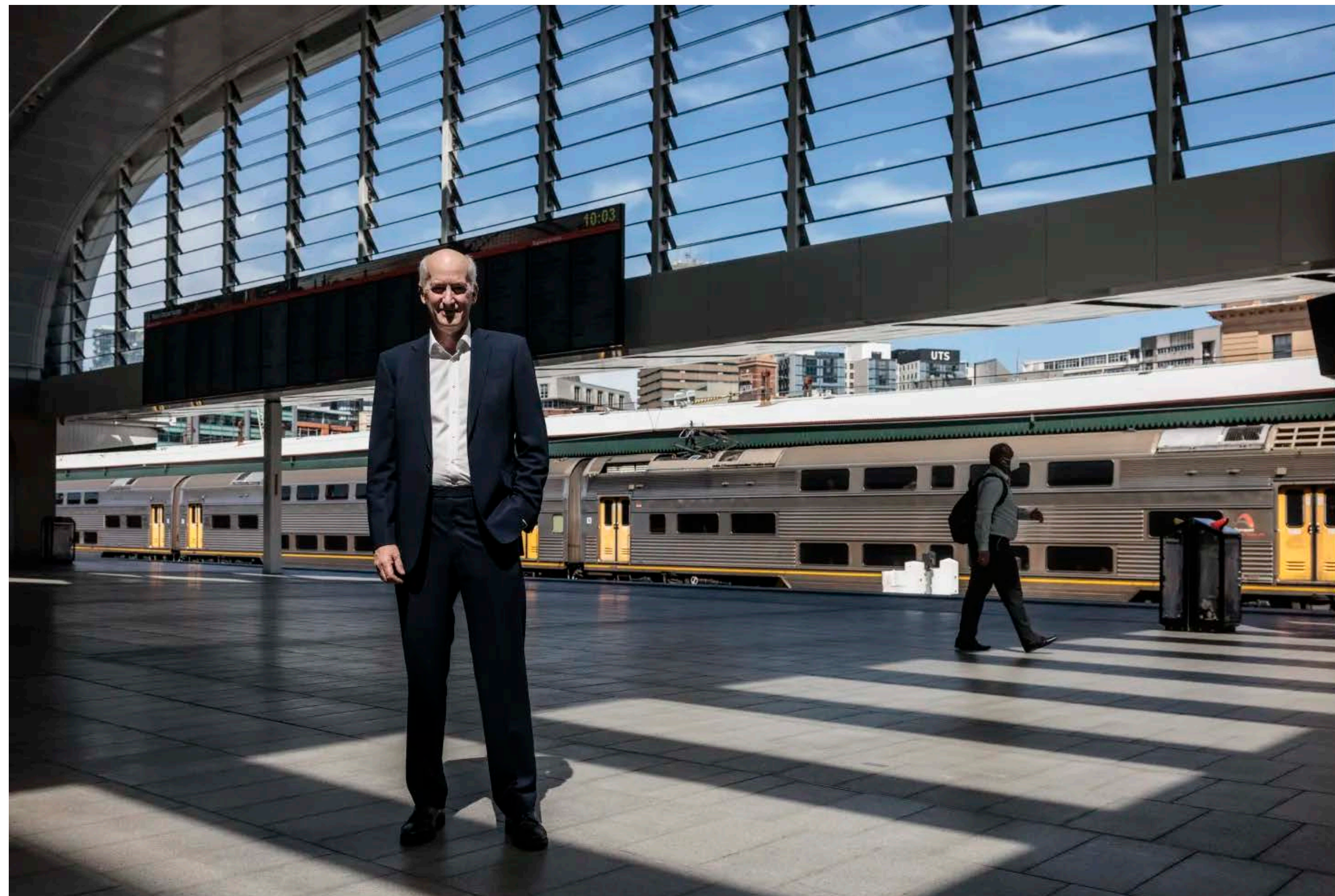


Michael Koziol

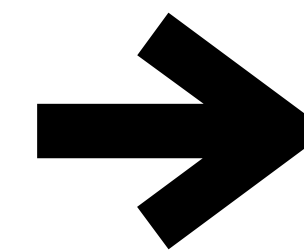
December 8, 2022 — 5.00am

One of the world’s top infrastructure tsars says planners and the prime minister should forget high-speed rail between the eastern capitals and focus on faster trains around Sydney and other sprawling urban areas.

Sir David Higgins – the Australian-born chairman of London’s Gatwick Airport and former chair of the UK’s high-speed rail authority – predicted the Sydney to Melbourne route would “never really work” as high-speed rail.



Sir David Higgins, chairman of Gatwick Airport, said Sydney should fix its slow suburban and regional trains first. BROOK MITCHELL



**“Higgins is on the board of Sydney Airport. Is there a conflict of interest here?”**

**<https://www.smh.com.au/politics/nsw/conflict-of-interest-derails-plans-for-high-speed-trains-20221207-p5c4jq.html>**

**<https://www.smh.com.au/national/nsw/high-speed-sydney-to-melbourne-rail-plan-will-never-work-infrastructure-tsar-20221207-p5c4f6.html>**



# Confronting State Capture

How corporations have eroded our democracy, and what we can do about it

[Read the Report](#)

[australiandemocracy.org.au/statecapture](https://australiandemocracy.org.au/statecapture)





# **Rigged: How networks of powerful mates rip off everyday Australians**

Cameron Murray & Paul Frijters, 2022





# Volunteers needed

We're always after people with skills and expertise in:

- **Accounting, finance, investment**, ESG principles, shareholder activism.
- **Legal**, regulatory, policy, requesting, reading and scrutinising FOI documents.
- **Technical** aviation expertise, e.g. pilots and ATCs, current or former.
- **Noise**, acoustics, data visualisation, data analysis.
- If you know **influencers** in various positions, let us know, too. For example: journalists, polities, senior advisors, investors, directors, decision-makers, power brokers within the two major parties.
- If you speak **Dutch**, let us know, too, please.

**[bfpca.org.au/volunteer](https://bfpca.org.au/volunteer)**



# How you can help

- **Read up on the underlying issues and causes**
- **Connect with BFPCA** [bfpca.org.au/signup](https://bfpca.org.au/signup)
- **Sign up to the SMS distribution list** [bfpca.org.au/sms](https://bfpca.org.au/sms)
- **Participate in 2023 actions** [bfpca.org.au/take-action](https://bfpca.org.au/take-action)
- **Donate** [bfpca.org.au/donate](https://bfpca.org.au/donate)
- **Volunteer** [bfpca.org.au/volunteer](https://bfpca.org.au/volunteer)





# Questions & Answers



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# BRISBANE FLIGHT PATH COMMUNITY ALLIANCE

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*people before planes*

e [contact@bfpca.org.au](mailto:contact@bfpca.org.au)  
w [bfpca.org.au](http://bfpca.org.au)  
f [fb.me/bfpca.org.au](https://fb.me/bfpca.org.au)  
t @BFPCA\_

