



Brisbane Flight Path Community Alliance, Inc.
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XXX

Brisbane, 18 January 2024

Local Government Election 2024: Request to respond to the BFPCA Report Card

Dear XXX

Brisbane Flight Path Community Alliance (BFPCA) brings together Greater Brisbane families and communities adversely affected by Brisbane Airport's flight paths – including resultant noise pollution and health impacts. The common experience of frequent and excessive aircraft noise pollution has brought our communities together through BFPCA to collaborate on and advocate for urgent action to mitigate noise pollution and other impacts on communities trying to live, learn, work and sleep under Brisbane Airport's flight paths.

While we acknowledge that aviation legislation is a federal matter, there are many avenues that a local Council and Councillors can pursue to support the communities they seek to represent and advocate for better outcomes.

Airservices Australia confirmed in Senate Estimates¹ that residents of 226 suburbs across the Greater Brisbane area (stretching well outside the Brisbane City Council Local Government Area) have complained about aircraft noise. Suburbs as far away as Upper Brookfield, Samford Valley, and Redland Bay experience flights in excess of 60 dB (surpassing the World Health Organisation's maximum safe noise exposure recommendation of 45dB during the day and 40dB at night), so the issue also **extends to the City of Moreton Bay, Redlands City, and Logan.**

Council recognises the importance of noise pollution limits, restricting maximum noise allowable from a range of activities (such as from gardening machinery) and restricting hours when such noise can be made. To be consistent, Council should support communities that are advocating for the federal government to make such limits apply to aircraft noise pollution as well.

BFPCA has mobilised thousands of Brisbane residents who will cast their votes at the upcoming local government elections on 16 March 2024. BFPCA's role is to understand the major parties' positions on our communities' key demands around aircraft noise pollution and relay this to help our followers make informed voting decisions. To this end, we kindly ask you to review the attached BFPCA Report Card 2024, which contains six policy positions. Please **respond by 31 January 2024 as to whether your party is either committed, partially committed, or not committed to each item. We also invite you to offer explanatory comments. We will publish these in full on our website and on our social media channels to share your answers with Greater Brisbane communities.**

¹ <https://bfpca.org.au/estimates/>



BFPCA's primary goal is to demand best practice design principles be applied to minimise noise pollution and adverse health and wellbeing impacts from existing flight paths on Brisbane residents and businesses, while maintaining the economic benefits of the airport and the aviation industry in Queensland. We know that airports can achieve significant profits with a total flight cap and curfew in place – all we need is look to the example of our southern neighbours in Sydney for proof.

BFPCA has expended significant effort familiarising itself with complex aviation information so as to prepare submissions to multiple fora, including the Aircraft Noise Ombudsman (ANO), Airservices, the Brisbane Airport Community Aviation Consultation Group (BACACG), the Brisbane PIR Advisory Forum (BAPAF), the Brisbane Airport Airspace Advisory Board (AAB), and the federal government's Aviation Green and White Papers. The ANO's 2021 report, and the 2022 BAPAF and TRAX reports, corroborate what we have been saying all along: **Excessive aircraft noise in Brisbane is the result of flawed noise modeling, deceptive, misleading and inadequate community engagement, opaque review and approval processes, and ultimately long-standing regulatory capture by the aviation industry.**

We are happy to extend an invitation to meet with me and fellow BFPCA committee members for a briefing on these issues. We look forward to hearing from you.

Best Regards

Professor Marcus Foth PhD FACS FQA JP (Qual.) Qld
Chair, Brisbane Flight Path Community Alliance, Inc.

About BFPCA

With the launch of Brisbane Airport's New Parallel Runway on 12 July 2020 came a new airspace design and flight paths that concentrate aircraft noise over densely populated residential areas.

Brisbane Airport and Airservices Australia sold this project to Brisbane communities suggesting the New Parallel Runway will enable them to prioritise "over water" operations that direct planes away from residential areas. The CEO Gert-Jan de Graaff is on the record saying, "the net effect of aircraft flying over the city will decrease."²




Brisbane families and communities are suffering from excessive noise pollution and associated health and related impacts from Brisbane Airport's new flight paths launched in July 2020. The Aircraft Noise Ombudsman report, the Brisbane Airport PIR Advisory Forum (BAPAF) and flight path design consultants TRAX International have all confirmed that Brisbane communities were misled using flawed noise modelling, deceiving community engagement, and offered inadequate noise abatements.

Brisbane Flight Path Community Alliance (BFPCA) came together in 2020 to fight back on behalf of all Brisbane families and communities experiencing this noise pollution.

For more background information, visit: <https://bfpca.org.au/>

² <https://fb.watch/gYo2L5FHlp/>

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Legend:  = committed;  = partially committed;  = not committed	LNP	ALP	GRN
<p>1. Advocate on behalf of the community</p> <p>Demand: Council will use all available avenues (such as BACACG and AACACG memberships) to advocate for Greater Brisbane community’s demands for significant net noise reductions at Brisbane Airport and Archerfield Airport.</p> <p>Context: For example, Brisbane City Council enjoys membership on the Brisbane Airport Community Aviation Consultation Group (BACACG) with two representatives and Archerfield Airport Community Aviation Consultation Group (AACACG) with one representative.</p>			
<p>2. Support for a curfew and flight cap</p> <p>Demand: Issue a formal Council motion in support of introducing a federally legislated curfew and flight cap at Brisbane Airport, and communicating this to the relevant Federal Minister. Furthermore, leverage relationships, political clout and communications channels available to Council to advocate for the community’s demands for net noise reductions at the federal level. This includes making detailed submissions and representations to relevant government agencies and the federal Minister for Transport and Infrastructure to enact the community’s demands for an urgent re-design of Brisbane’s airspace, a legislated curfew, flight cap, and a Long-term Operating Plan.</p> <p>Context: Curfews operate at Sydney, Essendon, Gold Coast and Adelaide airports and many international airports overseas as a vital instrument to protect communities from aircraft noise pollution and allow residents to sleep at night.³ A flight cap in the form of an Airport Capacity Declaration for Brisbane Airport, as provided for under the <i>Airports Act</i> 1996, Section 195, will provide Greater Brisbane families and communities with certainty about the maximum number of flights to expect on a given day and into the future.⁴</p>			
<p>3. Commission independent studies into the flight noise impacts</p> <p>Demand: Council will commission and appropriately fund independent scientific studies into Greater Brisbane flight noise impacts with a view to establishing and mandating noise limits. This would look at implications for (i) the health and wellbeing of Greater Brisbane residents; (ii) the learning and cognitive progress of children in</p>			

³ <https://bfpca.org.au/37-curfew/>

⁴ <https://bfpca.org.au/32-airport-capacity-declaration/>

<p>schools and colleges affected by aircraft noise pollution; (iii) effects on medical, aged care and other community service facilities, and; (iv) property prices of homes under flight paths.</p> <p>Context: A new research report estimates upwards of 242,000 Greater Brisbane residents are severely impacted by aircraft noise pollution from Brisbane Airport. Health and social costs are estimated at \$9,000 per person per year based on a methodology from recent research on Brussels airport in Belgium. By 2032, Brisbane Airport’s excessive aircraft noise problem will drain \$18.9 billion from Queensland’s health budget.⁵</p> <p>Furthermore, in its submission to the Australian Government’s 2023 Aviation Green Paper, Brisbane City Council rightly states that, “The current National Airports Safeguarding Framework (NASF) and Australian Noise Exposure Forecast (ANEF) approach is <u>not sufficient</u> to assist in the mitigation of aircraft noise. Current maximum noise levels do not reflect actual noise experienced by affected residences, and measures required to attenuate the noise is therefore <u>inadequate</u>.”⁶</p>			
<p>4. Oppose Brisbane Airport’s gag orders</p> <p>Demand: Council will reject any attempts by Brisbane Airport Corporation (BAC) to gag noise complainants and will <i>not</i> require the registration of any covenants on land titles. Council will not allow BAC’s Aerotropolis⁷ growth and profit ambitions to take priority over the needs of Greater Brisbane residents and communities, and thus curtail the supply of urgently needed housing across Greater Brisbane and SEQ.</p> <p>Context: On 10 Dec 2021, BAC submitted a request to Brisbane City Council urging them to require the registration of covenants that would restrict future home buyers from making aircraft noise complaints at the \$63 million master-planned 855-home Bulimba Barracks site.⁸ Such a covenant would set a dangerous precedent.</p>			
<p>5. Oppose drone delivery services and air taxis</p> <p>Demand: Council strongly opposes the introduction of drone delivery services and air taxis in Brisbane without proactive regulation, adequate oversight and social licence through meaningful community engagement and participation.</p> <p>Context: The Council of Mayors South East Queensland (COMSEQ) has signed a Memorandum of Understanding with international air mobility company <i>Wisk</i> to bring autonomous flying taxis to Brisbane by the 2032 Olympics. The proposal has drawn</p>			

⁵ <https://bfpca.org.au/health-study/>

⁶ Brisbane City Council submission #166 to Australian Government 2023 Green Paper: <https://www.infrastructure.gov.au/sites/default/files/documents/aggp2023-submission-c166-brisbane-city-council.pdf>

⁷ <https://bfpca.org.au/56-aerotropolis/>

⁸ <https://bfpca.org.au/26-covenant/>

<p>criticism as it has been drafted without any community engagement in order to obtain a social licence to operate, ignores noise and other pollution concerns, and prioritises the wealthy whilst failing to address the transportation needs of everyday residents.⁹</p> <p><i>Wing</i>, a subsidiary of Alphabet (Google’s parent company), aims to develop a drone delivery network capable of handling millions of orders within a year. The company is already testing its drones at scale in Logan where it delivers up to 1,000 packages daily. Despite the Logan test sites already triggering a huge spike in noise complaints due to the concentrated flight paths over residential areas, <i>Wing</i> is aggressively expanding across South East Queensland, and has started operating in Ipswich and at the Gold Coast. These delivery drones travel at up to 100km/h adding to the noise pollution at low altitudes with a high pitch buzzing mosquito-like noise profile. Furthermore, privatising the sky and granting control to companies like <i>Wing</i> raises many questions about safety, public space and regulation.⁹</p>			
<p>6. Compensation for affected communities</p> <p>Demand: Council strongly support the introduction of a compensation scheme for airport-impacted communities across Greater Brisbane.</p> <p>Context: In June 2023, the National General Assembly of the Australian Local Government Association (ALGA) endorsed a motion submitted by Brimbank City Council, Melbourne that ALGA advocate for the Australian Government to establish a compensation scheme for airport-impacted communities.¹⁰ Compensation must also entail declaring Brisbane Airport a leviable airport under the <i>Aircraft Noise Levy Act 1995</i> to impose and collect aircraft noise levies. These levies are to be distributed as compensation to all Brisbane residents in the vicinity of any of Brisbane Airport’s flight paths and within the noise contours associated with compromised health and educational outcomes.¹¹ Compensation is not the end-all and has to come as part of a package of other measures.¹²</p>			

This Report Card is issued by BFPCA and is based on policies and/or commitments announced by political parties as at XX XX 2024. Responses and commentary have been sought from the following party spokespersons as follows: **Lord Mayor Adrian Schrinner**, LNP 2024 Mayor of Brisbane Incumbent, lord.mayor@brisbane.qld.gov.au, response date: XX XX 2024; **Tracey Price**, Labor 2024 Candidate for Mayor of Brisbane, tracey.price@queenslandlabor.org, response date: XX XX 2024; **Jonathan Sriranganathan**, Greens 2024 Candidate for Mayor of Brisbane, office@jonathansri.com, response date: XX XX 2024; **Cr Peter Flannery**, Mayor of the City of Moreton Bay (Independent), mayor@moretonbay.qld.gov.au, response date: XX XX 2024; Redlands: tbc.

⁹ <https://bfpca.org.au/22-drones-air-taxis/>
¹⁰ Brimbank City Council submission #28 to Australian Government 2023 Green Paper: <https://www.infrastructure.gov.au/sites/default/files/documents/aggp2023-submission-c28-brimbank-city-council.pdf>
¹¹ <https://bfpca.org.au/44-noise-levies/>
¹² <https://bfpca.org.au/scorecard/#demands>