



Brisbane Flight Path Community Alliance, Inc.
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XXX

Brisbane, 7 August 2024

Queensland State 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 well researched noise pollution and health impacts from Brisbane's flight paths. The 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's flight paths.

While we acknowledge that aviation legislation is a federal matter, **the Queensland Government owns the largest share in Brisbane Airport (30.2%)** through QIC, it has amassed \$200 million in the **Attracting Aviation Investment Fund 2022 – 2025**, and it takes key responsibility for education, health, and land use planning, which are all negatively affected as a result of Brisbane's flight paths.

BFPCA has been copied into 10,000+ individual complaints sent to the Premier's office since 2020.

Airservices Australia confirmed in Senate Estimates¹ that residents of 226 suburbs across the Greater Brisbane area have complained about aircraft noise. Suburbs near the airport and as far away as Upper Brookfield, Samford Valley, and Redland Bay experience dozens of flights in excess of 70 dB daily, including many throughout the night (surpassing the World Health Organisation's maximum safe noise exposure recommendation of 45 dB during the day and 40 dB at night). **The situation is so dire that the Australian Government has set up a dedicated mental health and suicide counselling hotline for Brisbane.**²

BFPCA has mobilised thousands of Brisbane residents who will cast their votes at the upcoming State Elections on 26 Oct 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. Please **respond to each item by 23 August 2024 as to whether your party is committed, partially committed, or not committed.**

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/>

² <https://engage.airservicesaustralia.com/community-wellbeing-support>



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 flight cap and curfew in place – all we need do is look to the example of our southern neighbours in Sydney for proof.

We have expended significant effort familiarising ourselves with complex aviation information 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, false economic justifications, and ultimately long-standing, systemic regulatory capture by the aviation industry.

BFPCA has brought about a federal **Senate Inquiry** into the impact and mitigation of aircraft noise. We have also instigated a multiple complaints investigation by the **Commonwealth Ombudsman**. Both inquiries are underway and provide evidence that this is an issue that voters across Greater Brisbane care deeply about, and rightly so. We urge you not to dismiss the concerns of your constituents.

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 CP 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."³

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/>

³ <https://fb.watch/gYo2L5FHlp/>



State Government Election 2024 Report Card

Legend:  = committed;  = partially committed;  = not committed	LNP	ALP	GRN
<p>1. Support for a curfew and flight cap</p> <p>Demand: The Queensland Government will use all available avenues to advocate for Greater Brisbane community’s demands for significant net noise reductions at Brisbane Airport and Archerfield Airport. This entails:</p> <ul style="list-style-type: none"> • Issuing a State Parliament motion in support of introducing a federally legislated curfew and flight cap at Brisbane Airport; • Leveraging relationships, political clout and communications channels available to State Government to advocate for the community’s demands for net noise reductions at the federal level; • 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>Context: The Queensland Government owns the largest share in Brisbane Airport (30.2%) through QIC and controls associated positions on the BAC board of directors. Curfews operate at Sydney, Essendon, Gold Coast, Adelaide and many international airports overseas as a vital instrument to protect communities from aircraft noise pollution allowing residents to sleep at night.⁴ A flight cap in the form of an Airport Capacity Declaration for Brisbane Airport, as provided for under the <i>Airports Act 1996</i>, 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.⁵</p>			
<p>2. Prevent the Attracting Aviation Investment Fund from funding overnight flights</p> <p>Demand: The Queensland Government will immediately prevent funding from the Attracting Aviation Investment Fund from subsidising flights arriving or departing from Brisbane Airport between 10pm and 6am.</p> <p>Context: Queensland Tourism Minister Michael Healy revealed at last week’s Estimates hearing in state parliament that the government’s Attracting Aviation Investment Fund bankrolled 54 flights into and out of Brisbane Airport each week between 10pm and 6am. About half a million people are woken up by each flight every night. Airlines posting record-breaking profits neither deserve nor require any taxpayer-funded subsidies.</p>			

⁴ <https://bfpca.org.au/37-curfew/>

⁵ <https://bfpca.org.au/32-airport-capacity-declaration/>

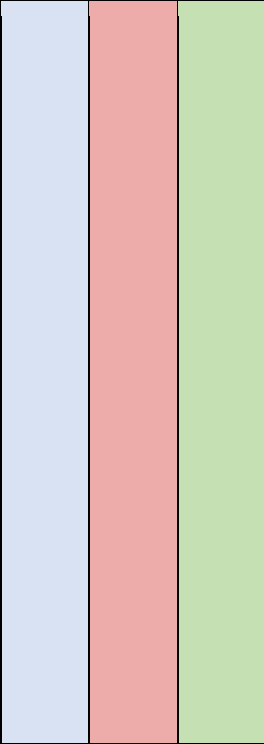
<p>3. Commission independent studies into health harms</p> <p>Demand: Queensland Health will commission and appropriately fund independent scientific studies into Greater Brisbane flight noise impacts with a view to establishing and mandating noise limits. These studies will examine the harms caused on the health and wellbeing of Greater Brisbane residents, and the effects on medical, aged care and other community service facilities.</p> <p>Context: A new research report estimates the health and social costs 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.⁶</p>			
<p>4. Commission independent studies into impacts on school children</p> <p>Demand: Education Queensland will commission and appropriately fund independent scientific studies into Greater Brisbane flight noise impacts with a view to establishing and mandating noise limits. These studies will examine the negative impacts on learning and cognitive progress of children in schools and colleges affected by aircraft noise pollution.</p> <p>Context: Scientific evidence confirms that chronic aircraft noise impairs children’s cognition. BFPCA estimates that more than 50,000 school children at more than 50 schools across Brisbane are learning underneath Brisbane’s flight paths.</p>			
<p>5. Ban all lead based aircraft operations</p> <p>Demand: Ban the use of leaded aviation gasoline in all aircraft across Queensland to protect public health and the environment.</p> <p>Context: Avgas contains tetraethyl lead (TEL), a toxic additive phased out in automotive fuel but still used in piston-engine aircraft. The emissions from burning leaded aviation gasoline (avgas) release harmful lead particles into the atmosphere, contaminating soil, water sources, and posing severe health risks, especially to children and pregnant women. Communities near airports and flight paths, relying on tank water, are particularly vulnerable to lead exposure from aircraft emissions, highlighting the urgent need for transitioning to unleaded fuel alternatives. Aircraft using leaded fuel continue to operate daily at both Brisbane and Archerfield Airports.</p>			
<p>6. Oppose drone delivery services and air taxis without social licence</p> <p>Demand: Oppose the introduction of drone delivery services and air taxis in Greater Brisbane and across Queensland without first establishing proactive regulation,</p>			

⁶ <https://bfpca.org.au/health-study/>

adequate oversight, and obtaining a social licence through meaningful community engagement and participation.

Context: The Council of Mayors South East Queensland (COMSEQ) has signed a Memorandum of Understanding with international air mobility company *Wisk* to bring autonomous flying taxis to Brisbane by the 2032 Olympics. The proposal has drawn criticism as it has been drafted without any community input, ignores noise and other pollution concerns, and prioritises the wealthy whilst failing to address the transportation needs of everyday residents.⁷

Wing, 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, *Wing* 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 100 km/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 *Wing* raises many questions about safety, public space and regulation.⁷



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: **Hon Dr Steven Miles MP**, Queensland Premier and Labor 2024 Candidate for Premier, premier@ministerial.qld.gov.au, response date: XX XX 2024. **Mr David Crisafulli MP**, Leader of the Opposition and LNP 2024 Candidate for Premier, leader@opposition.qld.gov.au, response date: XX XX 2024. **Dr Amy MacMahon MP**, Greens Member for South Brisbane, South.Brisbane@parliament.qld.gov.au, response date: XX XX 2024

⁷ <https://bfpca.org.au/22-drones-air-taxis/>