



Brisbane Flight Path Community Alliance, Inc.
PO Box 2031
New Farm QLD 4005
contact@bfpca.org.au

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

Brisbane, 10 April 2026

Brisbane Airport Corporation – Draft 2026 Master Plan

Dear Minister

Thank you for the response of 24 March 2026 from your Chief of Staff (ref: MC26-002690). We appreciate the acknowledgement of our correspondence and the contextual information provided regarding the ANEF process.

However, we note that the response does not directly address the **specific procedural questions** raised in our letter of 23 February 2026. These questions relate to the application of established environmental and regulatory processes relevant to the Minister's decision under the *Airports Act* 1996 and the *EPBC Act* 1999.

For clarity, we have restated the matters below.

1. Application of AA-NOS-ENV-2.100

Whether operational changes associated with forecast runway utilisation and traffic redistribution in the Draft Master Plan have been assessed against Appendix B of Airservices' National Operating Standard AA-NOS-ENV-2.100; what baseline was used for any percentage-increase analysis; and whether the current operational baseline was itself established following assessment in accordance with that Standard.

2. EPBC Act – sections 28 and 160

Whether consideration was given to the criteria under sections 28 and 160 of the EPBC Act, which relate to whether referral may be warranted. We note that the response addressed section 161 (referral), but did not indicate whether the preceding assessment considerations were undertaken.



3. 2007 EIS gap analysis

Whether a gap analysis has been undertaken against the environmental assessment envelope established by the 2007 EIS, given that the Draft Master Plan forecasts traffic volumes and utilisation patterns beyond those earlier projections.

4. ANEF currency in light of TRAX

What update mechanism would apply to the ANEF should the planned TRAX airspace redesign, anticipated later in 2026, result in material changes to flight path operations following approval of the Master Plan.

5. Departmental assurance

What documentation the Department has obtained to satisfy itself that relevant environmental assessment and governance processes have been applied in relation to forecast operational conditions reflected in the Draft Master Plan.

We also note the clarification in the response that supplementary N-metric modelling included in the Draft Master Plan does not form part of the ANEF and is not subject to Airservices' technical endorsement. This raises further questions as to how such information is verified where it is used to inform community understanding of aircraft noise exposure.

We understand that the Master Plan is a strategic planning document. Our questions are directed to the procedural framework that underpins the approval decision, and we respectfully submit that clarification on these matters would assist in providing transparency and confidence in that process.

We would appreciate a response addressing the matters above, or confirmation that the Department has sought and considered relevant advice from Airservices Australia where appropriate.

We reiterate our willingness to meet with the Department to discuss these matters constructively.

We would welcome a response at your earliest convenience, and ideally prior to any decision being made on the Draft Master Plan.

Yours sincerely,



Prof. Marcus Foth

Chair, Brisbane Flight Path Community Alliance, Inc.