



**Post Implementation Review**

**Change to Brisbane Southern Departures**

**Version 1**

**Effective 25 February 2016**

## Introduction

In 2014, Airservices changed to two departure flight paths from Brisbane Airport in order to increase airport runway capacity and potentially assist airlines to improve their on-time performance. These are shown in Figure 1 below.

One of the flight path changes is entirely over Moreton Bay.

The other change moved up to six flights a day from a flight path over south-eastern suburbs onto a long-established flight path to the north of the airport. This allowed greater use of Runway 14 (the shorter cross runway).

These changes also provided a range of safety improvements in the way aircraft are managed at Brisbane Airport, reducing complexity within air traffic control and better aligning management of the airspace over Brisbane with world's best practice.

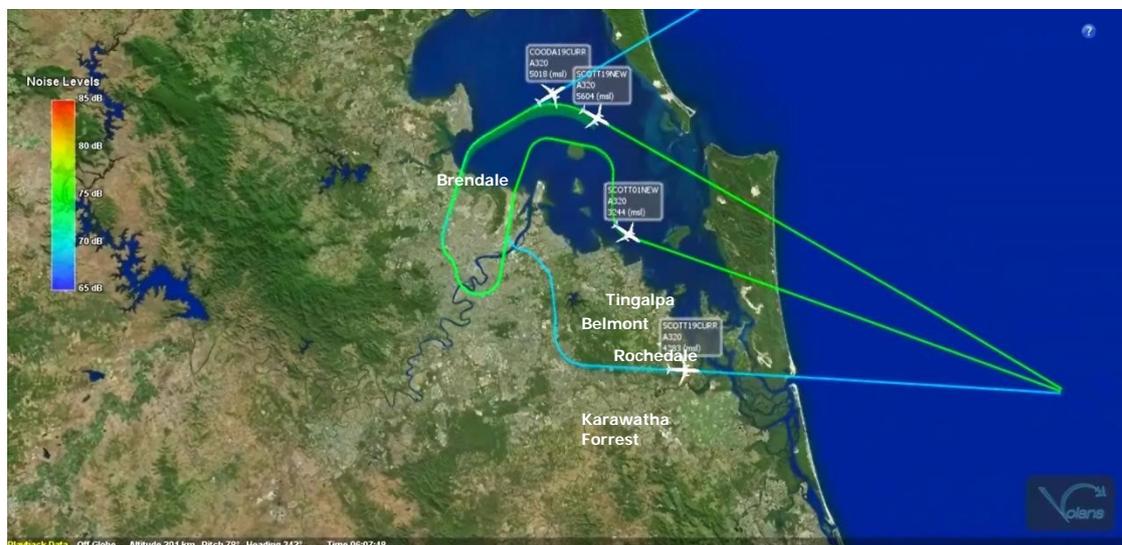


Figure 1: Departure flight paths prior to the change (blue). New flight paths (green).

## Summary of environmental assessment

Airservices undertook an environmental assessment prior to implementation of the changes. The following is a summary of expected impacts from that assessment.

### Noise

Noise modelling was done for the A320 aircraft type as it frequently uses this departure procedure. This analysis is summarised below:

- Runway 19 departures – the proposed change will see up to six aircraft a day relocated from a departure flight path on the south-eastern side of the city (over Hemmant, Tingalpa, Belmont and Rochedale) to an existing flight path that overflies residential areas on the northern side of the city (over Morningside, Cooparoo and West End). When in use, this north-easterly flight path can be used by up to 45 aircraft a day and an additional six aircraft are not expected to

be noticeable. Likewise, six fewer aircraft a day may not be noticeable by residents in areas underneath the south-eastern departure flight path.

- Runway 01 departures – the proposed change is entirely over Moreton Bay with no resulting noise benefit or impact for any community.
- Increased use of Runway 14 – more efficient management of aircraft that use Runway 14 (predominantly non-jets) will shorten the period this runway is required each day. This is expected to provide noise respite opportunities in the evening for some residential areas on the northern side of the airport.

### Emissions

The proposed change to Runway 19 departures will relocate this flight path from the south-east of the airport to the north of the airport, noting the overland component of this new procedure replicates an existing flight path. However, this will increase the distance flown by 16 nautical miles. On the other hand, the proposed change to Runway 01 departures decreases the distance flown by five nautical miles. This change (in net terms) would result in aircraft travelling some 11 nautical miles further in distance; additional aircraft emissions are estimated to be 1,400 tonnes a year.

### Natural Environment

The change is not expected to impact on matters of national environmental significance or areas of indigenous cultural significance.

## **Summary of engagement undertaken**

### Industry consultation

The Brisbane Technical Noise and Environment Working Group (TNEWG) was the primary consultation forum for industry. Air traffic Control developed the changes and modelled the efficiency impacts prior to discussion and agreement with the airlines. Review of the proposal was conducted through the TNEWG to ensure the relative environmental impacts and efficiency impacts were assessed prior to progressing the change.

### Community consultation

The change was communicated predominantly through the Brisbane Airport Community Aviation Consultation Group and on the Airservices website. Fact sheets were provided to each member of this forum and follow-up letters were provided to community representatives.

## **Operations**

### **Airservices**

Airservices initiated the changes and, together with the airlines and airport through the Technical Noise and Environment Working Group, provided very clear reasons as to why the changes were necessary to reduce the impact of demand at Brisbane Airport.

The Technical Noise and Environment Working Group proved to be invaluable to discuss the relative benefits and impacts of the changes as they were developed.

## **Noise impacts**

Due to the findings of the Environmental Assessment, no noise monitoring was considered to be required post implementation.

## **Community feedback**

A review of Noise Complaints & Information Service data shows there were no complaints specifically about these changes. Notwithstanding, there were complaints about the more general increases in the number of flights into and out of Brisbane prior to and after the change.

## **Conclusion**

These changes were considered necessary by Air Traffic Control to manage the increasing number of flights to and from Brisbane Airport safely and more efficiently. Industry supported these changes and the environmental assessments indicated the impact on the community would be negligible.

Since implementation there have been no ongoing complaint issues or negative feedback specifically associated with these changes.

Airservices considers this proposal has been successfully implemented.