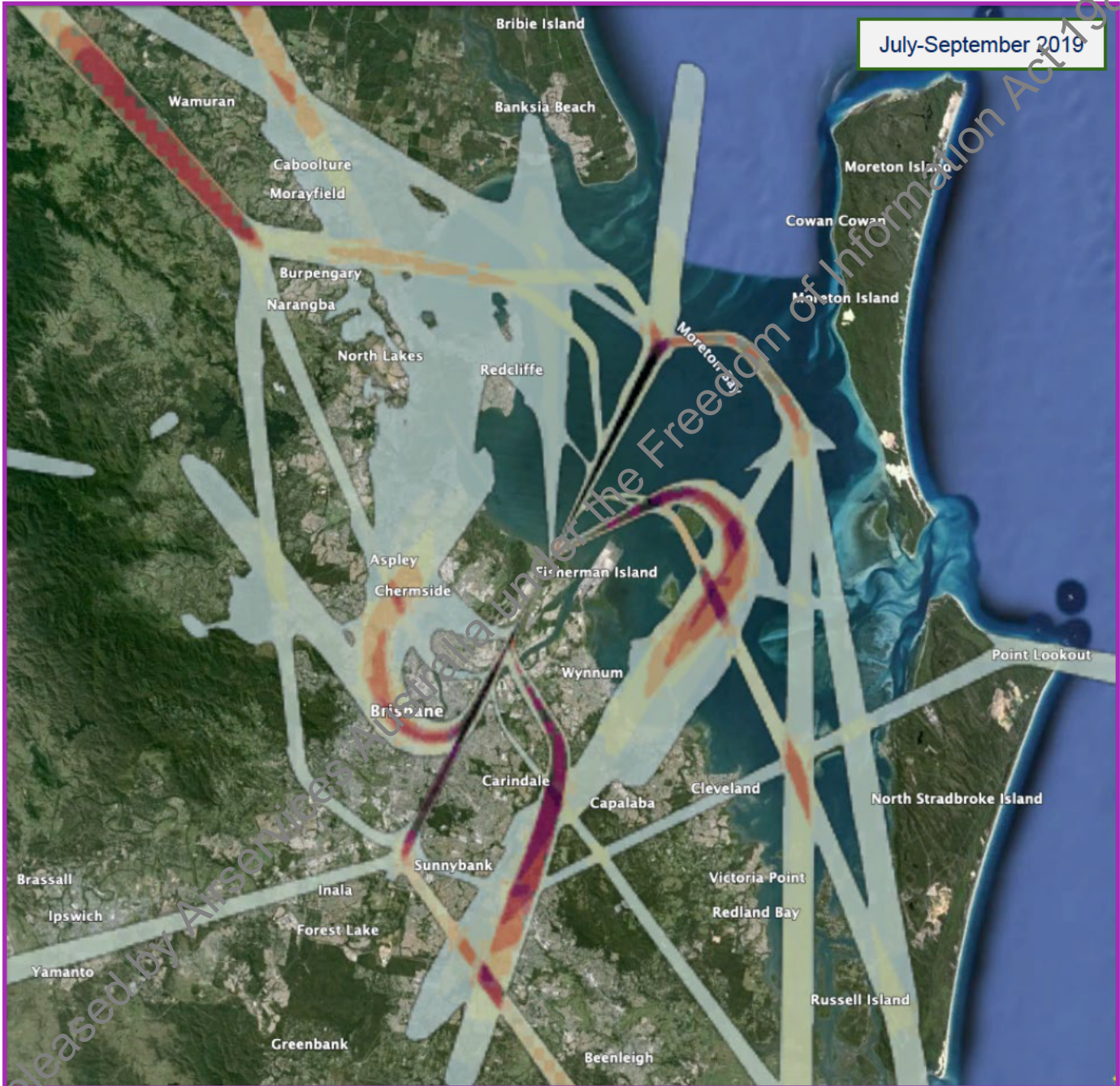


Noise Action Plan for Brisbane – Package 3

Heat map of actual flight path tracks

This map shows actual daily overflight rates for flights operating at altitudes up to 11,000ft (3353m) above ground level, during July – September 2019 highlighting areas in Brisbane that experienced more than five overflights per day on average.



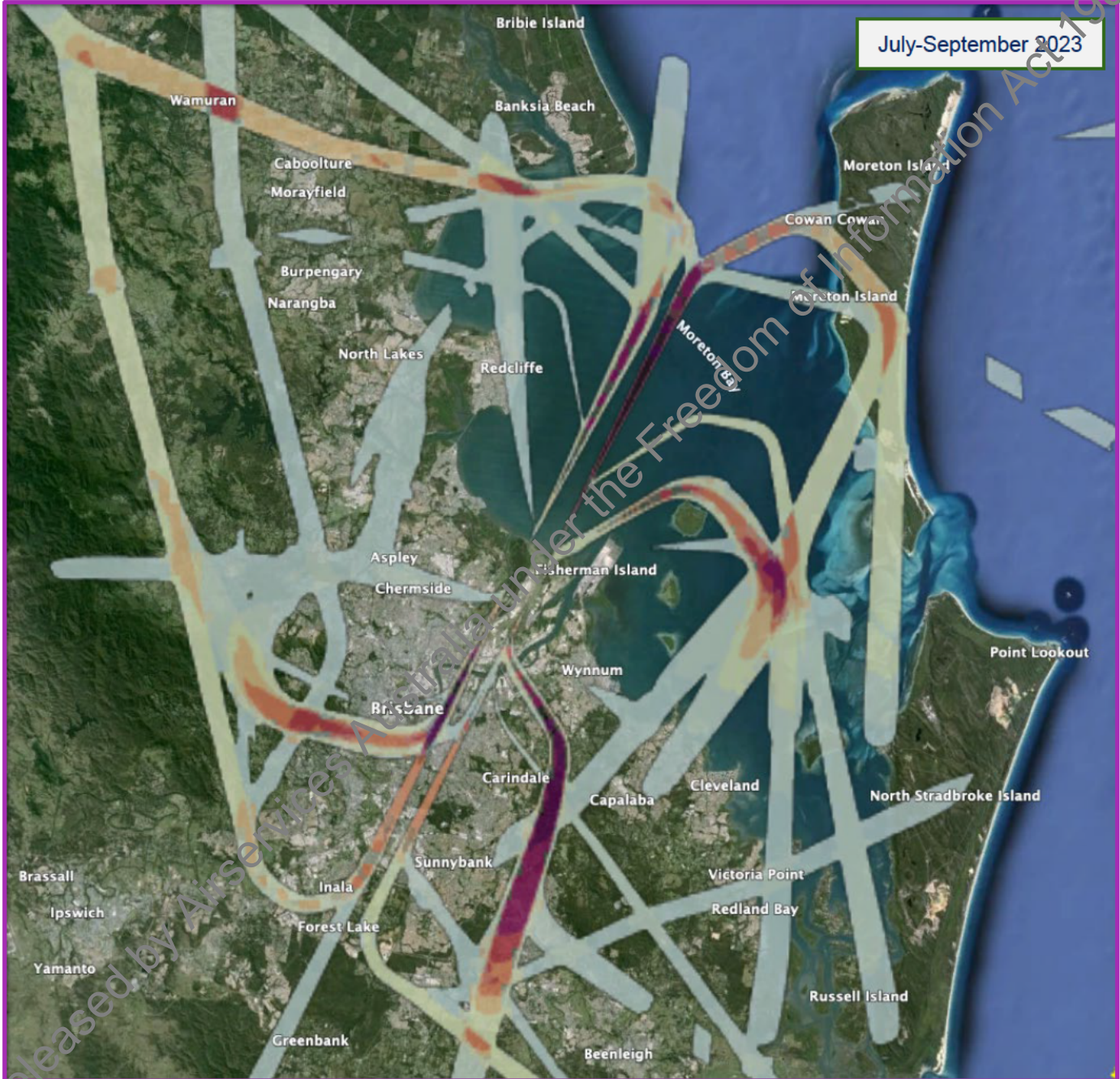
Map Key

5-10	30-40	60-80
10-20	40-50	80-100
20-30	50-60	>100

Noise Action Plan for Brisbane – Package 3

Heat map of actual flight path tracks

This map shows actual daily overflight rates for flights operating at altitudes up to 11,000ft (3353m) above ground level, during July to September 2023 highlighting areas in Brisbane that experienced more than five overflights per day on average.



Map Key

5-10	30-40	60-80
10-20	40-50	80-100
20-30	50-60	>100

NAPfB Package 3 - Initial ATC Feedback

<

General ATC concerns

- ATC priority to move aircraft out of airspace or land as quick as possible

Departures

D.01 – R19R WACKO BIXAD SIDs

- Highlighted importance of managing speed restrictions and maintaining integrity of SID tracking, increased risk of cancellation of SID.
- Issues arise when aircraft cancel speed restrictions, leading to inability to turn quickly and deviating from SID.
- Emphasis on designing flight procedures that allow for higher speeds (e.g., 300 knots) to prevent ATC from cancelling the SID.
- Discussion of challenges with 90° turns and short legs in procedures, which are problematic for certain aircraft. Numerous aircraft can't see past the next way point in system.
- Avoiding flyover waypoints is recommended to maintain more predictable aircraft paths.
- Preference for fly by instead of fly over points for gentler turns.
 - Consideration of noise abatement and the trade-offs between flyover and fly-by methods.
- Potential benefits of diverging runway tracks by 10° to improve operational efficiency and independence
- Interest in speed restrictions and height requirements on proposed new SID.
- Request for GPS coordinates for waypoints and associated restrictions.

- Concerns about new path over high-density housing in city.
- Consideration for adjustment of turbo headings?
- Importance of maintaining 5 nautical miles separation until Wacko.
 - Procedure in place for managing aircraft hand over to Enroute under 5NM exists in SEQ Mats.
- Challenges with split tracking and helicopter operations around Archerfield.
- Raising city airspace to 1000 feet for better helicopter operations.
 - Making city airspace a Class G Controlling Authority by Brisbane Approach.
 - What considerations for emergency helicopters (city hospitals) and city scenic flight operators.
- **Sim validation needed**

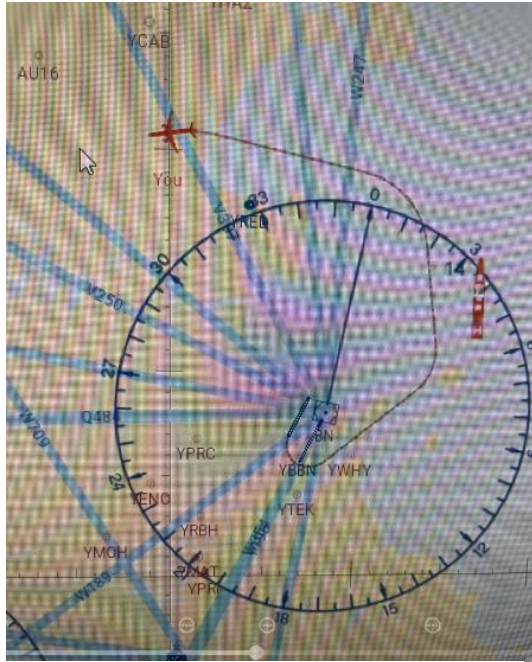
D.02 – 19L SNAEG / SCOTT / GUMKI SIDs

- Least favourite proposal
- Discussions on SANEG, SCOTT, and GUMKI procedures.
- Concerns about changes to GUMKI and SCOTT potentially worsening the current design.
- History of the SANEG path moving from M1; now pushing it back.
- Issues with the limited space for turbo prop departures.
- Western red line is acceptable; Eastern red line splitting is not appropriate.
- Turbo prop departures and arrival paths overlapping, causing increased complexity.
- Pushback expected from operations due to increased complexity.
- Will be harder to maintain 3 miles separation between turbo prop and jet paths.
- Historical context: changes in paths and points (e.g., BOSV/J DENIS LILLIE).
- Hard “no” on split tracking and complexity with turbo prop departure
- Prior to NPR route used to follow M1 south
- Page 15 doesn't show arrival with downwind
- It is already a pain point that will be made worse
- Has LAGEV arrivals been considered

D.03 – R19L / 19R Nighttime SIDs

- Not overly warm to this option
- Too many SIDs and STARS in Brisbane; need for simplification.
 - HF have also iterated that additional SIDS would need to be assessed from a workload capacity before they are considered
- Concerns about adding more SIDs and their impact with operators as well
- Issue with clearance expectations at night (9:30 PM vs 10 PM departures).
- Have all complications with Amberly's airspace being active after 10 PM.
 - Suggestions for nighttime SIDs clear of Amberley airspace.
- Considerations for using specific industrial areas for turns.
- Concerns about space for Archerfield arrivals from NW quadrant.
- Concerns avoiding left and right turning conflicts off 19 right.
- Suggestion to route Wacko SIDs over the Bay to avoid conflicts.
- Need to hold low for GUMKI and SCOTT > increased noise
- **Tower has previously rejected this.** s47F

- Suggested WACKO Departures

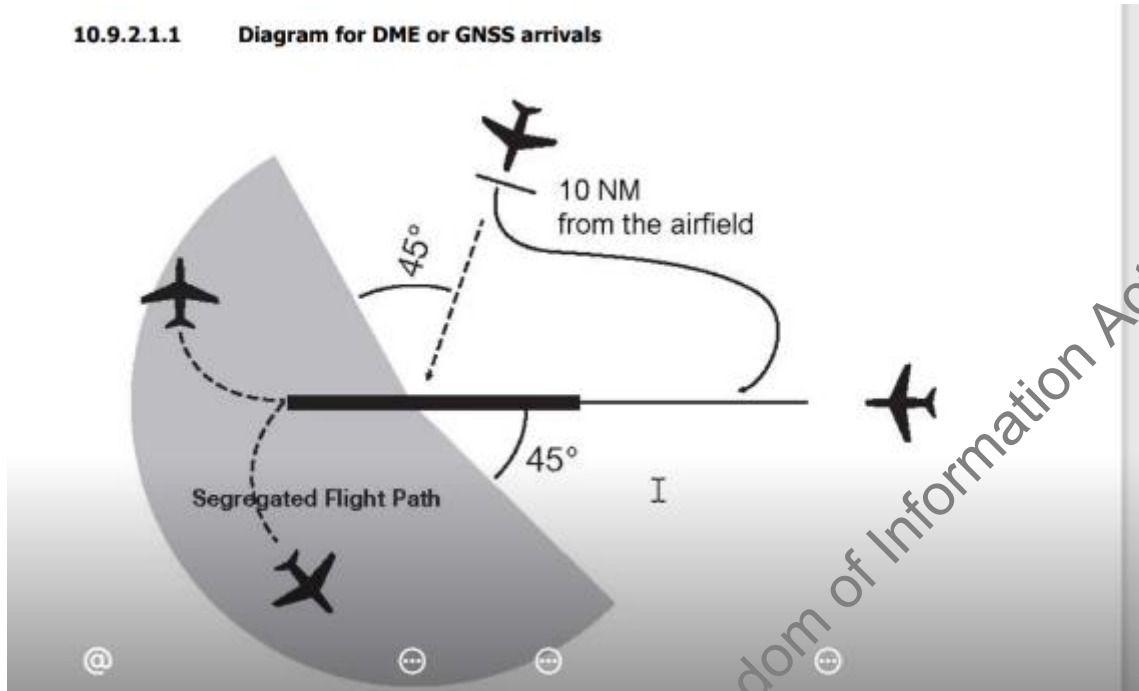


- 19R only suggest



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- Concerns about procedural separation for approach track and maintain 45deg separation as per 10.9.2 noted below.



Aerodrome
10.9.2.1

Separation

10.9.2 Separation between arriving and departing aircraft

10.9.2.1 Lateral separation exists

Lateral separation exists between an arriving aircraft and a departing aircraft cleared on a **segregated** flight path provided the departing aircraft commences take-off before the arriving aircraft commences final approach.

Note 1: A **segregated** flight path exists when the departing aircraft will not be manoeuvring within 45 degrees either side of the final approach path of the arriving aircraft.

Note 2: For aircraft carrying out a DME or GNSS arrival, final approach commences when the aircraft passes a point 10 NM from the aerodrome. For the application of a **segregated** flight path:

- When an aircraft is cleared a Sector DME or GNSS arrival, apply 45 degrees either side of the sector boundary unless the aircraft is cleared on a specific track; and
- An IFR aircraft cleared for a Visual Approach complies with the requirements of a DME/GNSS arrival.

10.9.2.1.1 Diagram for DME or GNSS arrivals

D.04 – RWY 19L/19R Nighttime SIDs

- Concerns have been raised previously with CE
- Westerly winds will reduce the azimuth
- The tower rejected a proposed SID due to wind impact on azimuth between the RNAV track and the heading. BIXAD
- Current procedure involves a radar heading of 345 off 01 right.
- Concern about having inconsistent procedures for turbo props in Brisbane, All radar SIDS except this one procedural SID

- Suggestion to make both the RNAV tracks for consistency regardless of wind.
- Consideration of potential HMI (Human Machine Interface) problems.
- Discussion on open SIDs similar to open STARs, where aircraft continue on a track and expect radar vectors.
- Need to highlight intermediate waypoints in HMI.
- Examples of similar procedures used in Sydney.
- Importance of clear wording for procedural departures.

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Airservices private and in confidence

Summary of NAPfB Package 3 Design Concept feedback provided by Airservices Ops and External Industry stakeholders

September 2024, version 0.2

Concepts	Summary of Industry and Ops feedback
Set 1. Departures over land to destinations in the west and northwest from the new runway (and the legacy runway at night)	

Concept 1: Retain the same first turn but split the WACKO and BIXAD flight paths sooner than at present.

Concept 2: Delay the first turn for the WACKO flight path to increase its divergence from the BIXAD path.

a) Issue raised by Ops about splitting SIDs with similar orientations below 5,000ft. because of the risk that a faster following aircraft on the shorter of the two procedures may catch-up with the preceding departure on the longer procedure in certain conditions.



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Airservices private and in confidence

Set 3. Options for aircraft that depart over land to the south and east from the legacy runway

Concept 1: Move an early portion of the SANEG flight path slightly further west, after the first turn.

Concept 2: Move later sections of the SCOTT and GUMKI flight paths to the east and split them, so they follow slightly different paths over the ground.

- m) Issue raised by Ops similar to a) above regarding the risks associated with a faster following aircraft catching up with a preceding departure if the 19L SANEG SID is split from the path of the 19L SCOTT and GUMKI SIDs earlier in the procedure (below 5,000ft). The same potential issues were also raised regarding the potential for catch-ups if the GUMKI and SCOTT SIDs are split (after the split from the SANEG SID).
- n) Issue raised by Ops similar to c) above regarding Jet departures on a repositioned 19L SCOTT or GUMKI SID interacting with Turboprop departures following the 19L RADAR SID, causing the Turboprops to fly further east before being turned south, crossing beneath the Jets.

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Noise Action Plan for Brisbane

Package 3 Preferred Options: ESG Impact Assessment Summary

Version: 2.0

Date: 11/03/2025

Data definitions

1. **Total population overflow:** the estimated number of people living within 1km on either side of the flight path, extending out to 40 nautical miles (NM) from the end of the runway (1NM=1.85km).

2a/b. **Noise impacts:** the number of people living in areas where the typical noise level from a single aircraft flying in controlled airspace exceeds 60 and 70 decibels (dB) at ground level when the plane passes overhead.

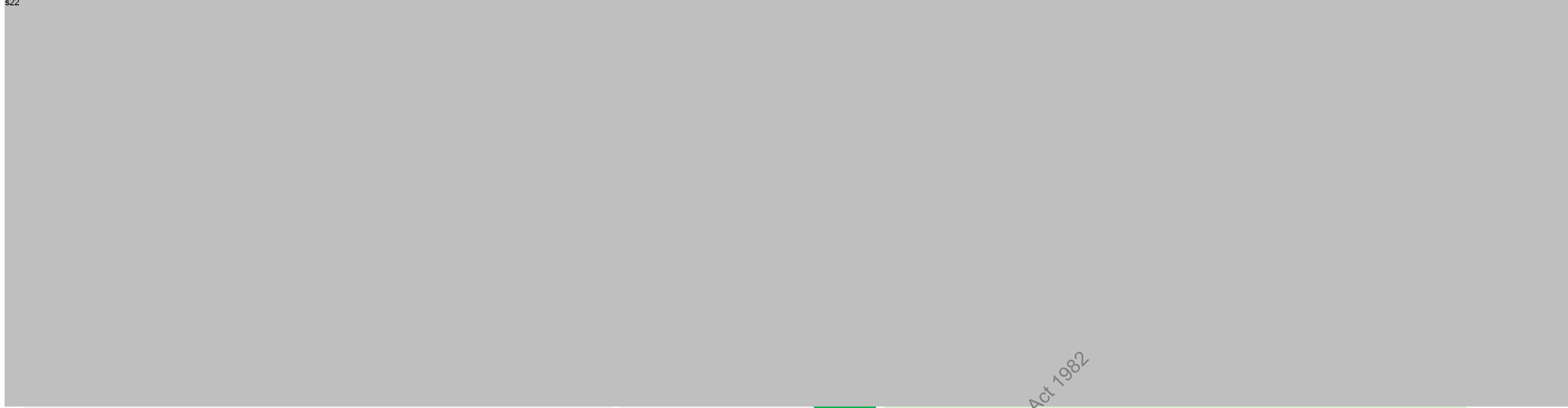
3. **Flight path length:** the total distance, in nautical miles (NM), from the runway to the end of the flight path (1NM=1.85km).

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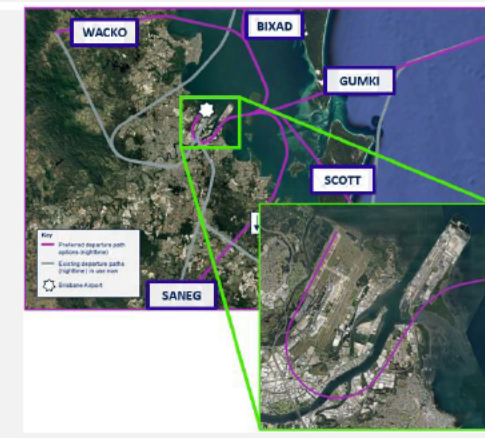


Preferred Option 2: Changes to jet departure paths over land to the south and southeast (daytime only)			Preferred Options Assessment		Preferred Option	Current Flight Paths (baseline)		
Summary of the Preferred Option	Intended Outcomes	Flight paths in scope	Assessment questions regarding key impacts		SCOTT	SCOTT		
<p>a. Maintain the existing south departure path (SANEG) in its current location.</p> <p>b. Adjust the southeast departure path (SCOTT) to split from the south path as early as operationally feasible to distribute noise more evenly across the affected areas.</p> <p>Key unresolved issues:</p> <p>1. Shifting the south departure path (SANEG) further west (as previously engaged on) would reduce noise concentration in areas closer to the airport (Tingalpa, Wakerley, Gumdale) but raised concerns about increased noise in suburbs already affected by the Legacy Runway RNP-AR (Cannon Hill, Carina, Carindale).</p> <p>2. Earlier separation of the southeast and south paths would further reduce the concentration of noise impacts in areas south of the airport, but is not operationally feasible due to interactions with non-jet departures.</p> <p>Noise Action Plan for Brisbane Deliverables This preferred option has been developed in response to the following recommendation:</p> <p>3.1(e) Options to redesign the three departure routes over the city from the existing runway to the south so they follow different tracks over the ground and potentially save track mileage, by turning sooner and/or tighter.</p>	<p>a. Avoid creating new noise impacts on the busiest departure path (SANEG).</p> <p>b. Reduce the total population exposed to noise from daytime departures over land.</p> <p>c. Reduce the concentration of flights in affected areas south of the airport (Springwood, Woodridge, Daisy Hill).</p>	<p>South Path (19L SANEG)</p> <p>Southeast Path (19L SCOTT)</p>	1. Does the option reduce total population overflow?	Yes	17833 (-44571)	62454		
			2a. Does the option reduce total population impacted at 60+dB?	Yes	40471 (-660)	41131		
			2b. Does the option reduce total population impacted at 70+dB?	No change	7596	7596		
			3. Does the option reduce track miles measured in nautical miles (nm)?	Yes	55 (-0.4)	55.4		
							Total annual change in track miles: -1183	
			4. Does the option support greater use of SODPROPS?	No change	Splitting the southeast departure path (SCOTT) from the south path (SANEG) sooner does not affect the use of SODPROPS			
			5. Does the option direct traffic over water to reduce the impact on communities?	In part	Splitting the southeast departure path (SCOTT) sooner, directs traffic over water slightly earlier than the current flight path, with fewer people overflow.			
			6. Does the option reduce the impact of night-time operations on communities?	N/a	This option applies to daytime departures only. The treatment of nighttime departures using these flight paths is covered in preferred option #5.			
			7. Does the option share noise by reducing the concentration of flights?	Yes	Adjusting the southeast departure path (SCOTT) to split from the south path (SANEG) sooner distributes the overall noise impacts more evenly across the affected areas.			
8. Does the option distribute arrival and departure noise over different areas?	In part	Maintaining the existing south departure path (SANEG) in its current location avoids increasing noise in suburbs already affected by the Legacy Runway RNP-AR arrival path.						
9. Does the option reduce the impact of non-jet tactical ops, eg. by using RNP-AR?	N/a	This preferred option applies to jet departure flight paths only.						





Preferred Option 5: Changes to all jet departure paths over land at night (10pm to 6am)			Preferred Options Assessment		Preferred Option					Current Flight Paths (Baseline)							
Summary of the Preferred Option	Intended Outcomes	Flight paths in scope	Assessment questions regarding key impacts		WACKO	BIXAD	SANEG	SCOTT	GUMKI	WACKO	BIXAD	SANEG	SCOTT	GUMKI			
<p>a. Switch all five jet departure paths over land to the New Runway at night (10pm to 6am). All flights would make a tight left turn after take-off, tracking over the airport estate before heading out towards Moreton Bay.</p> <p>Key unresolved issues: a. New night-time noise impacts may affect residential areas immediately south of the airport, including Murarrie and northern Wynnum. b. Residual noise impacts depend on aircraft performance - particularly how well different aircraft types execute the tight left turn. Operators are engaged to optimise track conformance.</p> <p>Noise Action Plan for Brisbane Deliverables This preferred option has been developed in response to the following recommendation: 3.1(c) Options to redesign the two departure routes over the city from the legacy runway used after 10pm so the flight paths follow a different track over the ground to that overflown by the new runway departure routes used in the daytime.</p>	<p>a. Significantly reduces night-time noise exposure over land.</p>	<p>West Path (19L → 19R WACKO)</p> <p>North Path (19L → 19R BIXAD)</p> <p>South Path (19L → 19R SANEG)</p> <p>Southeast Path (19L → 19R SCOTT)</p> <p>East Path (19L → 19R GUMKI)</p>	1. Does the option reduce total population overflown?	Yes	9986 (-77532)	536 (-135513)	26533 (-47211)	860 (-61594)	538 (-61918)	87517	136049	73743	62454	62455			
			Does the option reduce total population impacted at 60 dB(A)?	Yes	22355 (-137397)	223 (-136)	22868 (-17876)	22498 (-18633)	2 (-1)	159751	158326	40744	41131	41173			
			Does the option reduce total population impacted at 70 dB(A)?	Yes	372 (-5900)	36 (-16)	375 (-7283)	357 (-7238)	(-7)	16273	16377	7658	7596	7573			
			Does the option reduce track miles assured in nautical miles (nm)?	Start	8 (-)	55 (-)	(+20.3)	56.4 (+1)	4 (-)	34.5	60.7	27.9	55.4	79.4			
			Does the option support later use of DPROPS?	No change	Switching nighttime departure paths overland to the New Runway do not affect the use of SODPROPs.												
			Does the option direct traffic to reduce the impact on communities?	Yes	This preferred option directs all overland departures operating at night to a tight left turn from runway 19R, tracking over the airport estate before heading out towards Moreton Bay.												
			6. Does the option reduce the impact of night-time operations on communities?	Yes	This preferred option significantly reduces the total population overflown by departing flights during the night period.												
			7. Does the option share noise by reducing the concentration of flights?	Yes	All night-time departures would climb over Moreton Bay rather than residential areas shortly after take-off.												
			8. Does the option distribute arrival and departure noise over different areas?	Yes	Communities affected by aircraft noise from arrivals over land at night would no longer also be affected by nighttime departures overland.												
			9. Does the option reduce the impact of non-jet tactical ops, eg. by using RNP-AR?	N/a	This preferred option applies to jet departure flight paths only.												
10. Does the option facilitate the use of Independent Parallel Runway Operations?	N/a	This preferred option applies to jet departure flight paths only.															



Memo

To	Internal Executive Steering Group (IESG)
From	s47F
Date	24 March 2025
Subject	Noise Action Plan for Brisbane Package 3 Preferred Options for Community Engagement For decision by the Internal Executive Steering Group

Background

In July 2020, Brisbane Airport Corporation opened their New Parallel Runway (NPR) which required new flight paths to accommodate parallel runway operations. The post implementation review on the NPR airspace and flight paths resulted in the Noise Action Plan for Brisbane, including four packages of work and 82 individual actions aimed at reducing the impact of aircraft noise on Brisbane residents. Community and industry consultation for Package 3 options has occurred in phases between April 2023 and September 2024 to input to the development of preferred options for further engagement. These preferred options were developed considering community and industry feedback and supported by the Noise Action Plan for Brisbane Program Management Office (PMO), which includes representatives of Brisbane Airport Corporation.

On 23 January 2025, the Joint Implementation Group (JIG) endorsed the decision to proceed to Community Engagement on the Preferred Design Options.

Purpose

The purpose of this summary is to provide the Internal Executive Steering Group (IESG) with confidence and assurance that the Preferred Options for Package 3 of the Noise Action Plan for Brisbane are safe, balanced and compliant for the purposes of consulting with community.

Request

The Noise Action Plan for Brisbane is seeking IESG approval to proceed to Phase 6 Community Engagement on the Preferred Options developed by Trax International for Package 3.

Context

Trax International is an international airspace design and traffic management consultancy contracted by Airservices Australia to provide the additional capacity and independent expertise required to deliver Packages 3 and 4 of the Noise Action Plan for Brisbane. Package 3 targets options to reduce the frequency and concentration of aircraft flying over areas that are routinely affected by both arrivals and departures. Package 3 design options concentrate on smaller modifications to flight paths that can be implemented as part of the existing Brisbane airspace design. This work incorporates changes that have been part of Airservices' previous phases of engagement.

Between 21 August and 12 September 2024 ("Phase 5 engagement"), Airservices shared the five sets of initial design concepts developed by Trax and invited feedback from industry and community. This engagement was carried out in accordance with the Noise Action Plan for Brisbane Communications Approach, developed specifically for the program, in consultation with the community. All community and industry feedback has been considered, and changes have been made, where feasible and appropriate, to reflect this feedback.

The preferred options now proposed are:

1. Changes to jet departure paths over land to the north, west and east (daytime only). This option is intended to reduce noise impacts for runway-aligned communities, reduce the total population exposed to noise and distribute noise more evenly across affected areas west of Brisbane airport.
2. Changes to jet departure paths over land to the south and southeast (daytime only). This option reduces the concentration of flights in affected areas south of the airport and avoids creating new noise on the busiest departure path.
- 3a. Changes to arrival paths over land from the north and west (ILS approaches). This option separates arrival paths to distribute noise impacts more evenly across communities north and west of the airport and increases altitude requirements to enable higher/more continuous descents.
- 3b. Changes to arrival paths over land from the north and west (RNP-AR approaches). This option reduces noise exposure from non-jet arrivals by proposing new RNP-AR approaches which provide a continuous curved path, guiding the aircraft to the runway with a short final approach leg.
4. Changes to enable independent parallel runway operations over land. This option is designed to enable the new runway to manage arrivals independently of the legacy runway.
5. Changes to all jet departure paths over land at night (10pm to 6am). This option significantly reduces night-time noise exposure over land by directing all departures over water immediately after take-off.
- 6a. Changes to arrival paths over water from the north and west (ILS approaches) to support Independent Parallel Runway Operations (IPRO) and provide improved noise benefits to community.
- 6b. Changes to arrival paths over water from the north and west (RNP-AR approaches). This option also shifts the northbound non-jet departure path slightly east to avoid direct overflight of residential areas on the Redcliffe Peninsula and reduces the total population exposed to noise.
- 6c. Supporting 6a, an Airspace Change Proposal (ACP) will be submitted to facilitate the change to ensure flight path containment of the new approaches. The initial change in March 2026 will be supported by the introduction of a Temporary Restricted Area (TRA) with the permanent airspace change to follow in June 2026.
- 7a. Changes to arrival paths over water from the south and east (ILS approaches). This option streamlines operations, making it easier to move into and out of SODPROPS.
- 7b. Changes to arrival paths over water from the south and east (RNP-AR approaches). This option streamlines operations, making it easier to move into and out of SODPROPS.

A cross-section of domestic and international airlines that operate to Brisbane Airport were engaged to conduct desktop review and/or flight simulation of the proposed changes. To date, Qantas, QantasLink, Virgin Australia, Emirates and Qatar have all provided feedback with no safety and/or flyability concerns raised. Further industry and internal feedback may be received throughout the public engagement period, which may impact the final designs.

Environmental change management elements are being carried out in accordance with AA-NOS-ENV-2.100 (Environmental Management of Changes to Aircraft Operations). The Environmental Impact Assessment (EIA) will be finalised based on feedback to the Preferred Options. The preferred options EIA developed by Trax indicates that some of the preferred options trigger Airservices' criteria for potentially significant environmental impact. Hence, in accordance with AA-NOS-ENV-2.100, advice will be sought from the Department of Environment through a referral process prior to implementation (if and as required).

The current plan (a four-week engagement alert on 19 May, with engagement over 16 Jun-27 Jul (with a two-week break during school holidays) assumes IESG approval on 24 March. Remaining activities (development and approval of fact sheets, video production, etc) have been proceeding at risk pending IESG decision.

	March					April				May				Jun			July						
Tasks / dates	3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16	23	30	7	14	21	28	
IESG approval				★ IESG approval date																			
Fact sheet development																							
Video production																							
Collateral approvals (CEO, Minister's office, etc)																							
Phase 6 engagement																							

Attachment 1

Package 3 Preferred Options Summary

Record of Attendance and Decision

The below IESG representatives endorse the Noise Action Plan for Brisbane Preferred Options to proceed to Phase 6 community engagement for consultation, subject to timing approved by the Delegate.

Name	Position
Peter Curran	Deputy Chief Executive Officer
Paul Stoddart	Chief Customer and External Relations Officer (CCERO)
Michelle Petersen	Chief Aerodromes Officer
Rochelle Reynolds	Chief Airspace & Networks Officer
s47F	

s47F

Airservices Australia
s47F

s47F @airservicesaustralia.com

Noise Action Plan for Brisbane (NAPfB) - Package Three Preferred Options Internal Executive Steering Group (IESG)

24 March 2025

Contents

1. Context
2. Purpose
3. New and Preferred Options

s22

2. Preferred Option - Changes to jet departures over land to the south and southeast (daytime only)

s22

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NAPfB – Package Three Preferred Options

Context

Package Three of the NAPfB aims to reduce the frequency and concentration of flights over communities.

Specifically, Recommendation 3.1 of the NAPfB states:

Airservices will develop options for departure and arrival paths over the city to allow for noise-sharing and to reduce the occurrence of communities being subject to both arrival and departure operations. Airservices will also develop options to reduce the impact on communities of non-rotax tactical operations, flight paths further from the airport, merge points and hold downs. In addition, Airservices will introduce opportunities for greater use of advanced navigation technology where this improves community noise outcomes.

Trax International Ltd (Trax), have been contracted to provide flight path design options for Package Three. In 2024, Trax shared several design concepts and invited feedback from industry and community. They collated and analysed 2824 pieces of feedback resulting in a number of mature proposals which are scheduled to be presented publicly, following ESG endorsement of the designs.

To date, these proposals have been refined with feedback from Brisbane Air Traffic Controllers, and shared with:

- Brisbane Airport Community Airspace Advisory Board (AAB) - 11 December
- Airlines (Technical Coordination Group) - 9 January 2025
- Brisbane Airport Corporation – ongoing

On Thursday 23 January, the Airservices Joint Implementation Group (JIG) recommended all preferred options proceed to community engagement.

NAPfB – Package Three Preferred Options

Purpose

The Internal Executive Steering Group (IESG) has been stood up to ensure that organisational objectives and stakeholder expectations have been fully considered for airspace and flight path changes in sensitive or high-risk locations.

Specifically, the IESG is responsible for:

- a) approving the new and preferred design option(s) for community engagement
- b) accepting the final design and approving progression of the change to finalisation.

The Purpose of this IESG meeting is to Approve, or not Approve, each proposal as being suitable to progress to Community Engagement on preferred options.

Please note, this is not an implementation decision.

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Proposed Options to Arrivals and Departures Over Land

2. Changes to jet departure paths over land to the south and southeast (Legacy Runway)

Description of Change

This option presents changes to one of the three departure paths used by jet aircraft departing over land to the south and east from the legacy runway during daytime hours (6 am to 10 pm). The proposed changes specifically affect the southeast path (SCOTT). Under the preferred option, the south path (SANEG) remains unchanged in its current location, while the east path (GUMKI), which currently operates from the legacy runway, is relocated to the new runway (see GUMKI in Option 1). These changes have been proposed to reduce effects on communities in and around the Springwood area.

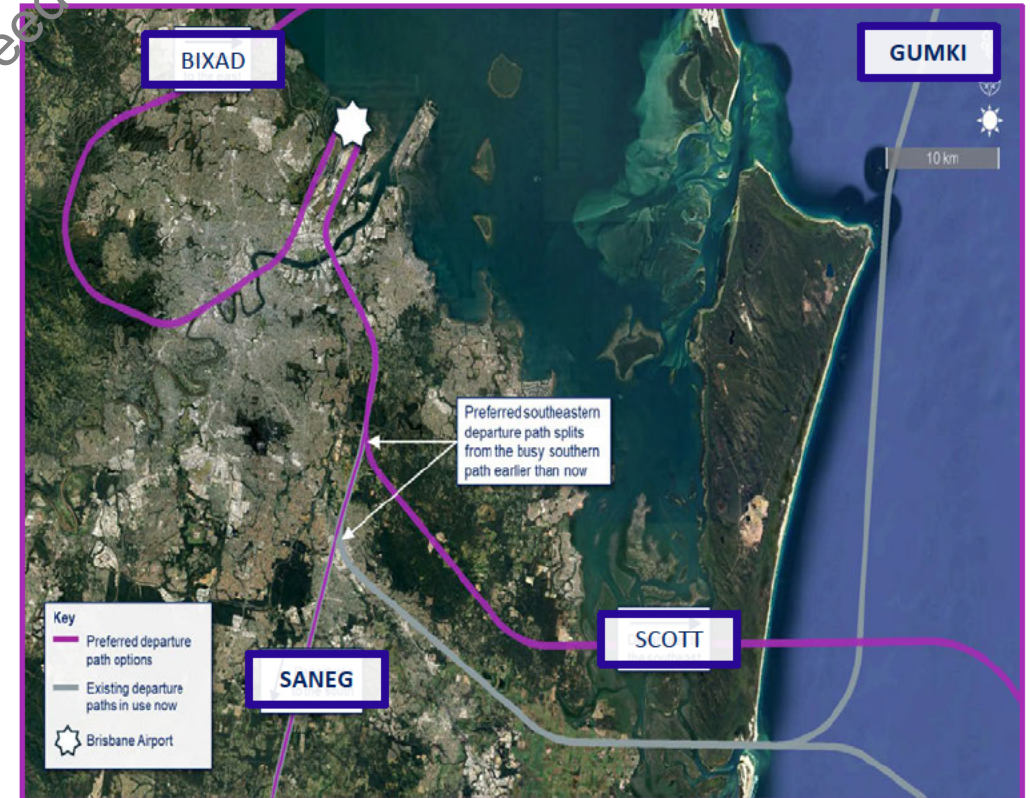
Comparison Factor	SCOTT	SANEG
Avg. Daily Flights (peak)	8 (17)	80 (147)
Population Overflown	-44,571 (-71%)	No change
60db Noise Impacts:	-660 (-2%)	No change
70db Noise Impact:	+1 (0%)	No change
Path Length:	ONM (0%)	No change

Risks and Issues

- Shifting SANEG further west (as previously engaged on) would reduce noise concentration in areas closer to the airport (Tingalpa, Wakerley, Gumdale) but increased noise in suburbs already affected by the Legacy Runway RNP-AR (Cannon Hill, Carina, Carindale).
- Earlier separation of SCOTT and SANEG paths would further reduce concentration of noise impacts in areas south of the airport, but is not operationally feasible due to non-jet departure paths.

Benefits

- Avoid creating new noise impacts on the busiest departure path (SANEG).
- Reduce the total population exposed to noise from daytime departures over land.
- Reduce the concentration of flights in affected areas south of the airport (Springwood, Woodridge, Daisy Hill).



Appendix A – Phase 5 Options Assessment Summary

Set 3: Departures over land to destinations in the south and east

Recommendations

- Consider design variations to position the initial portions of the SANEG, SCOTT and GUMKI departure paths over green spaces, industrial zones and existing transport corridors (i.e. the Gateway Motorway).
- Consider the cumulative impacts of repositioning the SANEG flight path in areas that are already affected by RNP-AR arrivals to the legacy runway.
- Review the flight path change proposals envisaged in Design Concepts 1 and 2 to examine opportunities to share noise impacts more evenly and consider aligning new paths closer to pre new runway legacy routes to respect historical patterns and minimise disruption to previously unaffected areas.

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Thank you

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Noise Action Plan for Brisbane - PMO Meeting

Date	Time	Location
31/10/2024	4.00pm	MS Teams

s22

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Attendance

Name	Position	Role	Present
s47F	s47F	Chair	Y
		Member	Y
		Member	Y
		Member	Y
		Member	Y
		Member	N
		Member	Y
		Member	N
		Member	N
		Member	Y
		Member	Y
		Member	N
		Member	N
		Guest	Y
		Guest	Y
	Trax International	Guest	Y
	s47F	Secretariat	Y

Meeting Minutes – Agenda Items

No agenda this week - Trax presentation – Package 3 Proposals for ATC

Feedback/comments:

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19L SANEG/SCOTT/GUMKI Proposal

19L GUMKI

s47F

how different is it from previous SID

Justification for the first part but not second as it will take it over communities

s22

s22

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Meeting Minutes - Other Business:

BAC:

General:

Next Meeting

Thursday 14 November 2024, @3pm AEST/4pm AEDT

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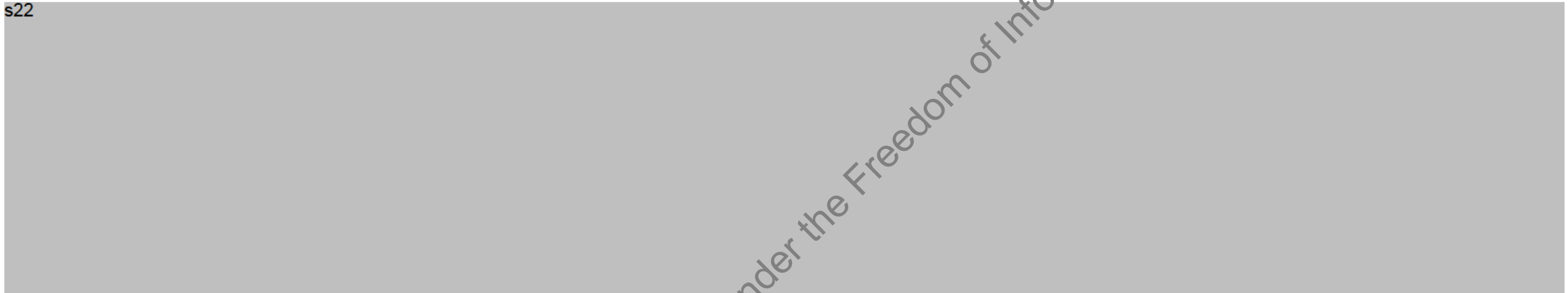
Noise Action Plan for Brisbane (NAPfB) - Package Three Preferred Options Internal Executive Steering Group (IESG)

4 June 2025

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2. Purpose

s22



2.2 Preferred Option - Changes to jet departures over land to the south-east and east (daytime only)

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NAPfB – Package Three Preferred Options

Context

Package Three of the NAPfB aims to reduce the frequency and concentration of flights over communities.

Specifically, Recommendation 3.1 of the NAPfB states:

Airservices will develop options for departure and arrival paths over the city to allow for noise-sharing and to reduce the occurrence of communities being subject to both arrival and departure operations. Airservices will also develop options to reduce the impact on communities of non-rotax tactical operations, flight paths further from the airport, merge points and hold downs. In addition, Airservices will introduce opportunities for greater use of advanced navigation technology where this improves community noise outcomes.

Trax International Ltd (Trax), have been contracted to provide flight path design options for Package Three. In 2024, Trax shared several design concepts and invited feedback from industry and community. They collated and analysed 2824 pieces of feedback resulting in several mature proposals which are scheduled to be presented publicly, following ESG endorsement of the designs.

To date, these proposals have been refined with feedback from Brisbane Air Traffic Controllers, and shared with:

- Brisbane Airport Community Airspace Advisory Board (AAB) - 11 December
- Airlines (Technical Coordination Group) - 9 January 2025
- Brisbane Airport Corporation – ongoing

On Thursday 23 January, the Airservices Joint Implementation Group (JIG) recommended all preferred options proceed to community engagement.

NAPfB – Package Three Preferred Options

Purpose

The Internal Executive Steering Group (IESG) has been stood up to ensure that organisational objectives and stakeholder expectations have been fully considered for airspace and flight path changes in sensitive or high-risk locations.

Specifically, the IESG is responsible for:

- a) approving the new and preferred design option(s) for community engagement
- b) accepting the final design and approving progression of the change to finalisation (following completion of engagement activities).

The Purpose of this IESG meeting is to Approve, or not Approve, each proposal as being suitable to progress to Community Engagement on preferred options.

Please note, this is not an implementation decision.

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2.2 Changes to jet departure paths over land to the south-east and east (Legacy Runway)

Description of Change

This option presents changes to two of the three departure paths used by jet aircraft departing over land to the south-east and east from the legacy runway during daytime hours (6 am to 10 pm). The proposed changes specifically affect the south-east path (SCOTT). Under the preferred option, the east path (GUMKI), is relocated to the new runway, as it currently operates from the legacy runway. This option relies on GUMKI departures moving to the new runway, or aligning with the proposed new SCOTT route until further east of crossing traffic. These changes have been proposed to reduce effects on communities in and around the Springwood area.

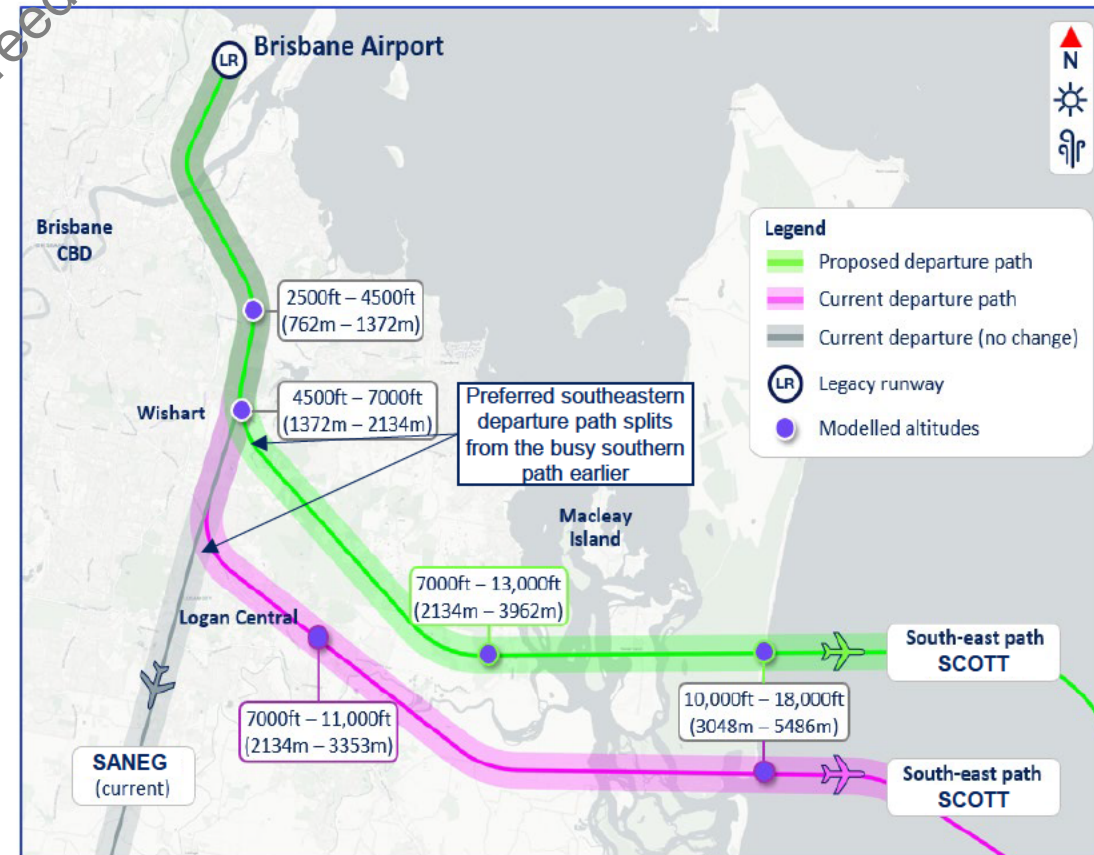
Comparison Factor	SCOTT	SANEG
Avg. Daily Flights (peak)	8 (17)	80 (147)
Population Overflown	-44,571 (-71%)	No change
60db Noise Impacts:	-660 (-2%)	No change
70db Noise Impact:	+1 (0%)	No change
Path Length:	0NM (0%)	No change

Risks and Issues

- Shifting SANEG further west (as previously engaged on) would reduce noise concentration in areas closer to the airport (Tingalpa, Wakerley, Gumdale) but increase noise in suburbs already affected by the Legacy Runway RNP-AR (Cannon Hill, Carina, Carindale).
- GUMKI to be moved to 19R or realigned with proposed SCOTT SID

Benefits

- Reduce noise impacts on sections of the busiest departure path (SANEG).
- Reduce the concentration of flights in affected areas south of the airport (Springwood, Woodridge, Daisy Hill).

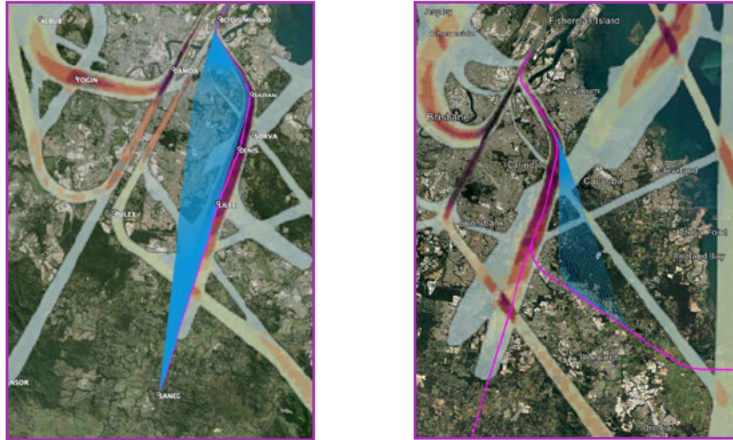


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Evolution of the flight path design option 2.2

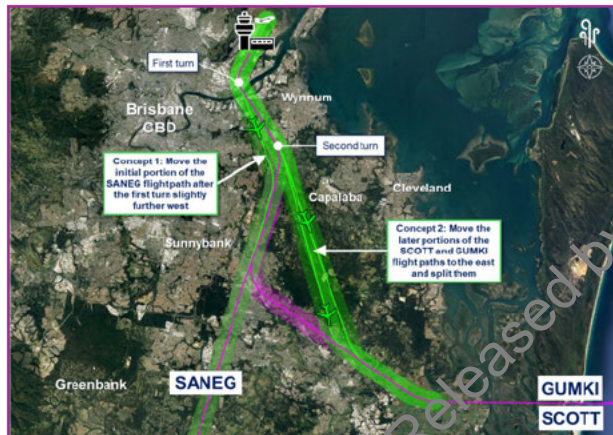
1. Initial options development (May/June 2024)

- **Flooding** for 19L SANEG (left image), and SCOTT and GUMKI (right image) on heatmap background, showing current flight concentration on the shared initial track
- **Analytical Framework** assessed potential paths using standard metrics (e.g. total population overflown, newly overflown, track length, environmental sensitivity etc.)
- **Design concepts** developed from filtering for the highest performing paths



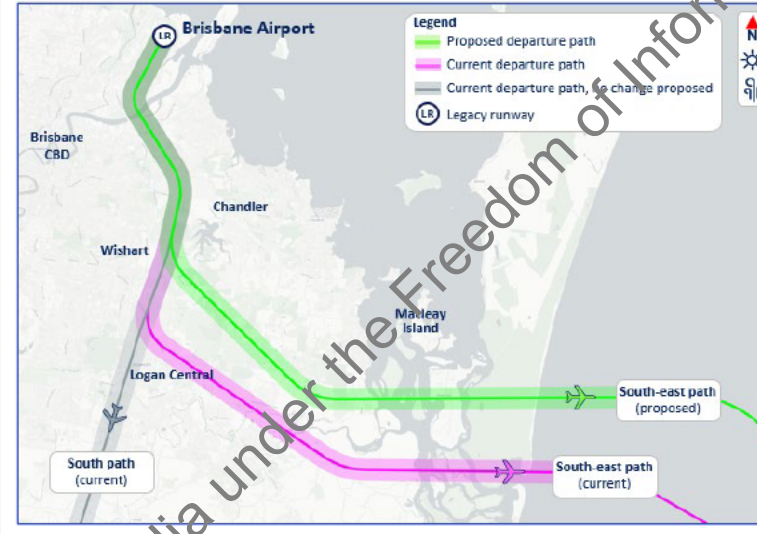
2. Design concepts for first engagement (Aug/Sept 2024)

- **Early-stage flight path ideas** on different ways to distribute noise more evenly presented to communities as design concepts
- **Key concepts:** small adjustments to move 19L SANEG slightly west after first turn and split the 19L SCOTT and 19L GUMKI to the east at the second turn



5. Preferred option for second engagement (May-Jun 2025)

- **The preferred option would retain the current SANEG departure path to the south, which is the busiest of the three, in the same location to maintain stability and avoid introducing new impacts**



- The high number of SANEG flights could be **split across two separate SIDs**, but this would involve significant airspace and operational challenges (Concept to be investigated further as part of Package 4)
- **The less busy SCOTT path to the south-east** would be adjusted to split eastward away from communities also affected by SANEG, as early as safely possible, helping to reduce the concentration of flights in these areas
- **The small number of GUMKI departures** would be shifted to the new runway following the same path as BIXAD, allowing flights to climb continuously without the current need to level off below 19L arrivals

Noise Action Plan for Brisbane recommendations addressed:
3.1(e) Options to redesign the three departure routes over the city from the existing runway to the south so they follow different tracks over the ground and potentially save track mileage, by turning sooner and/or tighter.

3. Key feedback from first engagement (Aug/Sept 2024)

- **Community feedback** was highly polarised, with many rating the design concept either very effective or very ineffective, and few neutral responses
 - Some respondents supported shifting SANEG flights over industrial zones to reduce impacts on residential areas shortly after take-off
 - These respondents also supported aligning the initial portion of the departure paths with transport corridors like the Gateway Motorway, where ambient noise is higher to minimise new impacts
 - Other communities (Tingalpa, Belmont, and Carindale) raised concerns about concentrating noise over suburbs further west, especially where paths may overlap with 01R RNP-AR arrivals to the legacy runway
 - Some respondents also raised concerns about the concept for SCOTT and GUMKI departures flying over environmentally sensitive areas, such as wildlife sanctuaries
- **Industry feedback**
 - Operators were generally supportive of the 19L departure path concepts, noting their potential to reduce noise concentration by distributing flights across the existing paths, as long as safe separation from 19L non-jet radar SID departures was maintained

4. Options refinement with ATC input (Oct-Dec 2024)

- **Flight paths were refined** towards a preferred option, guided by the community and industry feedback and regular design workshops with Brisbane ATC.
- **Alternative designs were considered and discontinued:**
 - **More direct routing to the SANEG waypoint** was assessed and found operationally feasible but not pursued due to significant increases in population exposure within the 60 dB noise contours
 - The proposed direct SANEG options would have overflown new areas with frequent flights, raising concerns about fairness
 - **Noise concentration risks** were also a concern; adjusting the 19L SANEG path would have moved departures closer to communities already affected by the 01R final approach.
 - **Alternative options for SCOTT and GUMKI** were constrained by interactions with arrivals to Runway 19L, where inbound aircraft descend above the departure tracks before turning over Moreton Bay
 - **Tighter left turns to the east for SCOTT and GUMKI** were also limited by the need to separate from non-jet 19L departures, which follow a similar tight left turn to maintain safe separation from the faster jets

From: s47F
To: [REDACTED]
Subject: Flooding examples
Date: Monday, 2 September 2024 17:59:19
Attachments: [Flooding examples.kmz](#)

CAUTION: This email was sent from an external email address. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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s22



OFFICIAL

From: s47F
Sent: Friday, 5 July 2024 12:08 PM
To: s47F @AirservicesAustralia.com>;
s47F @traxinternational.co.uk; s47F @think.aero>; s47F
s47F @AirservicesAustralia.com>
Cc: s47F @AirservicesAustralia.com>; s47F
s47F @AirservicesAustralia.com>; s47F
s47F AirservicesAustralia.com>
Subject: Community feedback informing design considerations

Hi team,

As noted in meeting earlier this week, please find attached the considerations I compiled from earlier feedback. I think this kind of local knowledge could be really helpful and if we can show that we've actually taken some of it on board, even accidentally, it would be a huge boost to trust in the program.

Cheers, s47F

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s47F

s47F [@airservicesaustralia.com](mailto:s47F@airservicesaustralia.com)

Da Vinci Building 101, 2A Boronia Road
Brisbane Airport QLD 4008, Australia
www.airservicesaustralia.com



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

-----Original Appointment-----

From: s47F [@airservicesaustralia.com](mailto:s47F@airservicesaustralia.com)

Sent: Wednesday, June 26, 2024 4:49 PM

To: s47F [@traxinternational.co.uk](mailto:s47F@traxinternational.co.uk); s47F

Cc: s47F

Subject: Trax/Think/Airservices catch-up re scheduling activities

When: Tuesday, 2 July 2024 4:00 PM-4:55 PM (UTC+10:00) Brisbane.

Where: Microsoft Teams Meeting

Hi all,

An opportunity to share/align our schedules and workload over the coming months.

Thanks for the early start!

Best regards

s47F

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 465 051 103 060

Passcode: 7EkGi5

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Dial in by phone

[+61 2 9054 7298,886261468#](tel:+61290547298886261468) Australia, Sydney

[Find a local number](#)

Phone conference ID: 886 261 468#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

Acknowledgement of Country – For meeting use

We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging. We also pay our respects to any Aboriginals and/or Torres Strait Islander people that have joined the meeting today.

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Community feedback for consideration in detailed design

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In general

Do use green space; but second to industrial.

Fly over CBD at night – not green space but fewer people actually living there and high rise apartments are better insulated than most houses.

Have different paths for light and heavy planes with more traffic on the paths that have only light planes and fewer flights on the paths that have heavy planes. That way residents may only get 1 x a380 1 x777 others can get the more frequent 737 a320 etc.

Consider impacts from Archerfield and Amberley when avoiding concentration of flights/noise – don't consider BN flight paths/noise in isolation.

Consider frequency, altitude and loudness, eg 10 planes at 70db vs 100 at 60db? Please also consider the overlays of all the different proposals on different areas by heat mapping based on aircraft type, tracking height and frequency.

If the address is impacted during the day, it shouldn't be impacted at night too.

Consider the topography including elevation of some communities which are potentially 1000-2000 ft above sea level already; and how noise may be experienced in valleys where sound echoes around.

Consider how sound echoes off water.

Consider ambient noise levels.

Avoid schools, especially those for students with sensory issues.

Avoid hospitals.

Avoid retirement homes.

Avoid areas of high environmental value including animal sanctuaries like Lone Pine.

Have shorter incoming flight paths.

Share Amberley Airspace in the evening hours only perhaps as the RAAF doesn't operate in the evenings

Use noise corridors such as the M1 and the Gateway.

“Smooth out corners” so that communities aren’t “blasted” with noise from the tail of the aeroplane as it accelerates through right hand bends.

Minimise fuel burn and carbon emissions.

Raise the minimum flight level for waypoints over populated areas

“Speed waivers” should not be issued to departing aircraft.

More airflight controllers working at night-time to reduce “automatic usage of the central line”.

Ensure there are fewer turns for aircraft to make at night to ensure they can maintain higher performance climbs and achieve best vertical separation for residents below. Also, having aircraft conform to long finals/upwind legs to their arrivals and departures helps ensure stable approaches and departures are achieved requiring fewer power changes for aircraft and for the residents below.

For communication to public

How we define ‘green space’; reiterate why we use it

How we consider and protect environmental values in FP design

While we acknowledge that different communities experience noise impacts from different sources – eg hooning, railway yards – we can’t take this into account with flight path placement.

Why difference between day and night paths.

How we consider noise sensitive sites like schools and hospitals.

Specific to earlier proposals but should inform future design

19 departures

There is significant industrial areas further west of the prison towards Goodna which would lessen the impact of aircraft in the high density suburban Centenary Suburbs

19L departures

Direct flights turning left over land from the legacy runway further to the east and south to cross over land at less densely populated areas such as Yatala industrial area.

Consider the concentration of flight paths in areas like Shailer Park (coming and going in different operational modes and conditions) and don’t add to them.

Consider flying along the M1 Motorway; follow Gateway bridge line

Go over green space (Minnippi park lands) avoiding more the communities of Tingalpa / Belmont.

Flights in Osaka airport (ITM) can do very sharp turns right after takeoff even Boeing 777s. Why can't BNE implement such departure path that make aircrafts fly over industrial area in Lytton to the water?

Night-time over land departure opportunities – North

During night-time operations there is limited need for concern of overlap of flight paths so a rapid turn north before the city is "quite viable.

For night-time operations the flight paths for the north should also include going south then turning east over the ocean and then north.

Use zone between Brisbane and Amberley near Lake Manchester where there are currently no flight paths.

Reduce the angle of the first turn to a more WSW direction, and delay the second turn for another 5 or so miles.

Flights arriving and departing to/from the North, North West and West should utilise a path running West along the M5 corridor to the Pullenvale area and then turn North on an alignment just to the East of Lake Wivenhoe and pass over D'Aguilar State Forest.

There is sufficient unused airspace east of Mt Coot-tha to avoid flight path stacking to the west of Mt Coot-tha. AirServices must clearly state why they are not following industry best practice when there is clearly a way to provide compliant options east of Mt Coot-tha. The airspace west of Mt Coot-tha is over utilised

Follow river, and share air traffic over Hamilton, Ascot, Hendra.

Why not fly them out past Plainland/Rosewood then bring them up through Greenbank/Jimboomba area. That way you avoid even more properties and you fly mostly over green space. Or have them fly south towards Mount Cotton until they are high enough not to be heard then have them turn around.

There should be multiple additional flight paths where aircraft divert towards the north immediately after departure (this is possible as they do this heading south), flying north of the Brisbane CBD. There is no discussion as to why this has not been considered as an option.

Additional waypoints need to be ADDED to daytime NORTHERN over land departures to reduce concentration of flight paths over communities impacted by the daytime NORTHERN overland departures.

fly the planes in a straight line from the runway for as long as possible so that fewer inner city suburbs are affected. Planes should not be turning over the inner city suburbs at all but going out further and then turning over greenspace.

The flight paths should be at least parallel so there is no one convergence point. Or put the convergence point further north so aircraft will be much much higher.

For flights taking off in a west direction, perform a turn and fly over Lytton, the Port of Brisbane and out over the bay.

Use the 2nd runway for westerly takeoffs at night, then head south in line with Gate way bridge, then turn and head East out over Lytton & Port of Brisbane. Using the 2nd runway would give pilots an extra 2 kms to perform this manoeuvre.

Use western corridor of D'Aguillar state forest. Anyway as another option have you looked at the possibility of moving waypoint WACKO directly East approx 15km to a pt slightly west of Narangba. If you draw a line from TOGIN directly North to just west of Narangba you will see that you go over a lot more green space, you would go between Upper Kedron and Camp Mt, East of Samford Village, over the top of Samford Conservation Park, then over Clear Mountain Conservation Park, Lake Samsonvale and more green space to the west of Kurwongbah and Narangba!

Revisit the '50km u-turn' to BIXAD whereby suburbs get noise from the same plane on three sides as it slingshots back to the northeast

19R departures

Is there an option to turn right early or earlier (just as Legacy departures have an early turn left) so that the above communities are not overflowed?

Why not separate track for NPR which can go through northern suburbs without doing loop over city?

Early right turns from 19R would significantly reduce time flights spend over populated areas- they would turn early toward the Boonah wetlands then off shore, saving significant fuel and time over suburbs.

01R departures

Investigate options to continue current route further east and south or north before turning west

track south of Moreton Island before turning south and west to follow a trajectory similar to the proposed route, potentially crossing over Port of Brisbane or Lytton as they are less populated); or

track further north to cross west over the less populated northern part of Bribie Island, over Kilcoy or to cross between Sandgate and Redcliffe.

taking off over Moreton Bay and going south, to travel to Mud Island, turn right and go out over the ocean east of Stradbroke Island, then turn right again and head south.

SODPROPS

I would like to see this SODPROPS incorporating a piece of a route change proposed on phase 1. The current departure flight path would change slightly from passing over land in Mackay/Wynnum to overwater, so coming over land only around Lytton industrial area, then crossing over the airport at a higher altitude.

Modify to exclude the current travel over Thorneside/ Wellington Point and Alexandra Hills.

Simple fix is to move the loop further east by 5kms and if this cannot be achieved depart tight right off Legacy then left over the Bay then head north.

Could you look at swapping them, ie departing flights on the newer runway, and arriving on the old runway; to provide some equality for residents north and south of the airport.

Sydney, Newcastle and Melbourne flights which repeat multiple times per hour. Given that they need to fly down the coastline, why can't they fly down via the ocean? Yes, there might not be flight paths mapped there, but they can be, even if this is a process.

Alternative Night Time Over Water Departure Paths South and West

Maximise the time aircraft are over water before coming back over land.

Any flights heading north over the bay should continue north over the sea before heading west.

Design flight paths to go around Bribie Island and Moreton Island, allowing flights to elevate before heading in different directions.

Scott Waypoint is the preferred. You have a big ocean out there, use it.

I believe you could re-swing the "West Option" to potentially go through parts of larger/vacant land/acreage at a greater height than the proposed. This could be achieved by sling shooting flights between Caboolture/Sunshine Coast in lieu, as by the time the planes have gained height, the noise impact would be significantly reduced.

Cross land up past Caboolture air field for flights north and west.

Consider after take-off turn left and head across the coast between Sandgate and Redcliffe.

What navigational requirements are there for westerly flights having to fly within proximity of Air Services Tower at the airport?

What navigational constraints impact on flights gaining altitude over Moreton Bay, turning west over the centre of Bribie Island to head to Singapore, Bangkok and the Middle East?

You really need to extend the loop further east by 3kms then loop back and fly at least 5kms off the coastline.

Current or proposed flights over the Redlands should be redirected further east and extended south to areas with lower population density, such as farming land and the Yatala industrial area.

For communication to public

Explain why planes that are headed north and west take off and then head east and south

Daytime over water departure south

A route that threads between Moreton and Stradbroke islands before turning towards destination would impact fewest people

Take it further east towards the southern tip of Moreton Island and then south over Peel Island, maximising height gain before crossing the coast.

Propose a southward route over Peel Island, crossing the coast south of Redland Bay, at the edge of the Redlands population base.

Use the 'blue' option in the day time as well

Jets should head east, non-jets should go left.

Turbo prop departures

Can they turn earlier? (eg at 600ft, before reaching end of runway).

19 Arrivals

Stop sending southern flight all the way up to Bribie Island to turn around for an extended landing approach. Direct flight to traverse open waterways in Moreton Bay as much as possible and well east of Bribie Island.

01 Arrivals

incoming flight path for planes approaching from the north over land (northerly winds), why can't you utilise the old Brisbane River path,

Use all RNP-ARs to more fairly distribute noise impacts.

The river track for arrivals was a NAP route to disregard this and inflict more noise over more suburbs is remiss.

How about the ATCs in the Bne tower are instructed to direct all turboprops track along the Brisbane River and land onto NPR when in 01 Parallel Runway operations? This can be achieved as proven on several occasions previously. I have made this suggestion to ANIS and whether coincidence or not it was conveniently implemented soon after for 3 turboprop aircraft then reverted back to the normal Flight Path G over Archerfield/Annerley/East Brisbane etc

Segregated modes

The purple flight path of departing flight that looped around the city to go to Moreton bay (under mode 6A and mode 6C) should be scraped and instead use the legacy runway, go south, turn east and loop up around Thorneside/Ransome to go to the Bay. That will spare a lot of Brisbane residents from unnecessary noise.

Mode 6C runs directly above local school. It is very unreasonable to run the path directly over the houses and schools when the path could be flown over forests, highways or even water. The departure path for Mode 6C should be flown over the Venman Bushland National Park rather than above houses and schools before flying out to Moreton Bay.

In Mode 6C, the inner arrival flight path along the Southern Moreton Bay Islands runs just off the coast where the population is rapidly increasing. If the flight paths could be located further to the east (e.g. over or to the left of North Stradbroke Island) it would have a reduced impact on residents of the Redlands.

For Mode 6D, the arrival flight path which joins the two routes coming from the east crosses over land in a densely populated area of the Redlands. Could the route be moved further south to replicate the northern arrival flight paths that travel over bushland/less populated areas?

Mode 6D would only be acceptable with the following amendments :- Push the turning weighpoint further west towards Priors Pocket over industrial and commercial area and the Ipswich Highway. Increase the glide slope to 3.2 Degrees thus increasing the altitude over built up areas before commencing decent. ATC to "control the airspace" and stick to the designated arrival corridors.

Use the path that the newer planes use (curved paths to the side of the flat expanse where Greenslopes is, which I understand only take 30% of the load now).

Under Mode 6C aircraft taking off from the legacy runway should loop over Moreton Bay, not travel across the night mode zone heading west.

The departure path from 6C that curves around and turns west should not be used. It needs to extend further south and have a much larger radius so as not to wrap around the Hawthorne/Norman Park/East Brisbane/Woolloongabba areas.

The departure paths of (6C) to the south have several turns on the climb out (Turn 1: Gateway bridge, Turn 2: Belmont/Gumdale, Turn 3: Springwood), this is limiting the climb performance of aircraft departing inhibiting their ability to achieve the highest rate of climb and clearing altitudes for the preference of residents below. I suggest aircraft and residents below would benefit if aircraft were to depart on track with the runway direction of 19L out to (East Brisbane or further) to enable a minimum altitude prior to turning onto departure track.

Aircraft are turning back to a SW heading too early and are at too low an altitude when they come back over land.

The Mode 6C departure (purple) mode MUST include alternate NORTH/WEST bound path over the pre-NPR Milton/Auchenflower flight path.

The Mode 6D arrivals path Y-junction concentration point at Brookfield/Kenmore Hills MUST be updated to take the path closer to the city over the pre-NPR Milton/Auchenflower impacted area. These areas (Milton/Auchenflower) now have ZERO impact, where as Brookfield/Kenmore Hills now as the impact. This makes NO SENSE and is completely unfair.

From: s47F
To: [REDACTED]
Subject: KMZ
Date: Monday, 2 September 2024 13:49:37
Attachments: [Package 3 in 5 Sets Round 1.kmz](#)

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s47F

From: s47F @traxinternational.co.uk>
Sent: Wednesday, 27 November 2024 07:19
To: s47F
s47F
Cc: s47F
Subject: NAPFB Package 3 - Options for analysis and engagement

CAUTION: This email was sent from an external email address. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hi everyone

We've now agreed a stable set of designs with ATC to use as the basis for Phase 6 engagement. We'll IFP design the considerable number of potential changes and start the environmental analysis. By the end of this week we aim to have one set of analysis complete on the 19R WACKO/BIXAD/GUMKI SIDs which we can then use as a template for the design of all engagement materials & videos.

An updated set of slides for internal use only are here:

 [Draft Package 3 Proposals 261124.pptx](#)

Just a reminder too that ATC will now investigate the options in more detail so the risk remains they could come back with changes over the coming months, which would require re-work and more analysis.

s47F

I'll start prepping a pack to send to Spatial by end of the week.
Please can you pass this slide deck onto s47F

Cheers

s47F

s47F

Web: www.traxinternational.co.uk

Web: www.ifpdesign.co.uk

Web: www.ifpdesign.ie



Draft NAPFB Package 3 Proposals

As of 31st Oct 2024

Currently refining with Brisbane ATC

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DEPARTURE PROPOSALS

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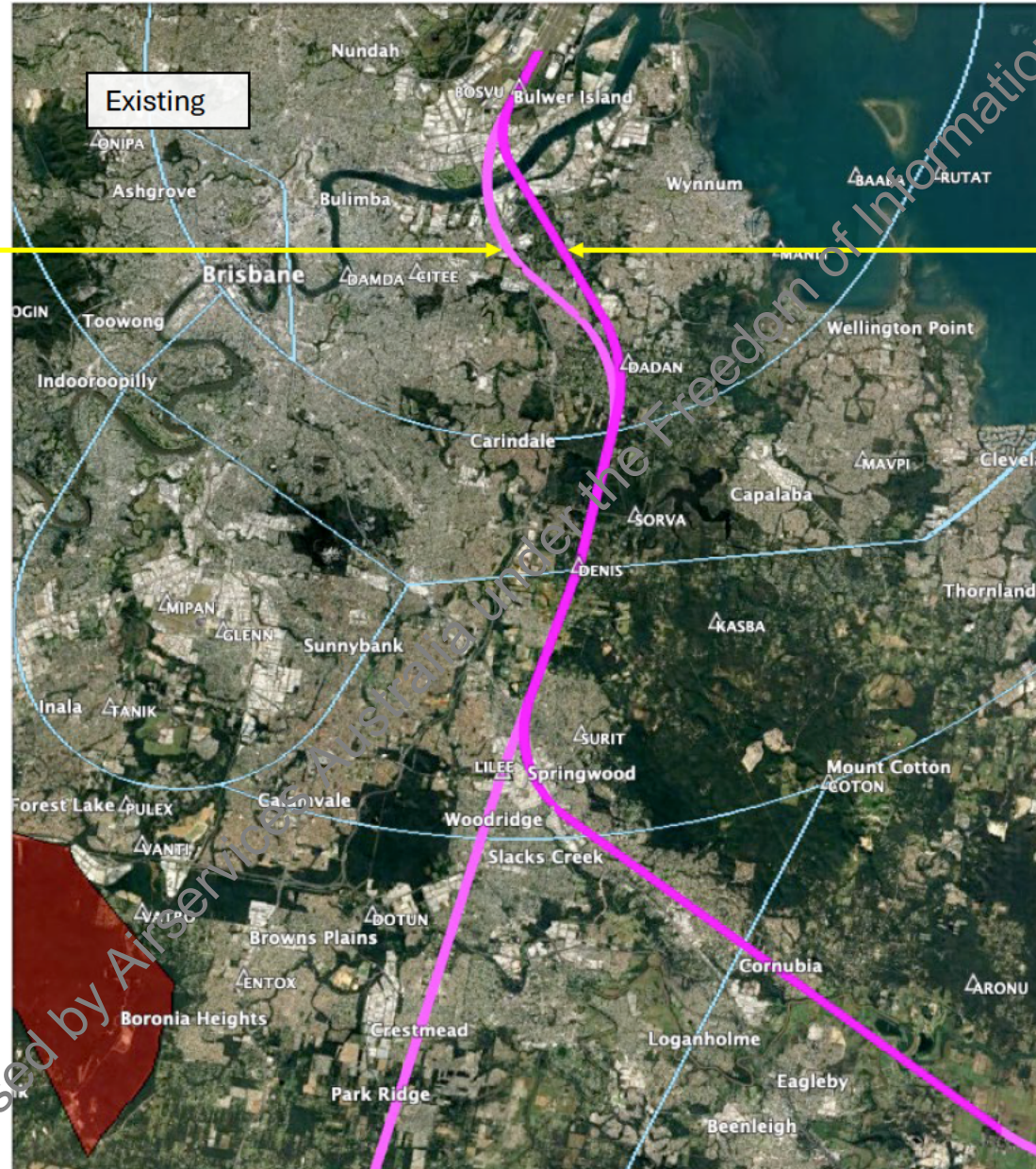
RWY 19L SANEG, SCOTT and GUMKI SID Proposals

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19L SANEG/SCOTT/GUMKI: Earlier divergence to reduce frequency of overflight

This shows the existing nominal centreline supplied by Airservices and used on the baseline model

The darker pink line is the actual nominal path centreline, based on radar data. We're using that for the baseline comparator going forwards.



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19L SANEG/SCOTT/GUMKI: Earlier divergence to reduce frequency of overflight



Existing v Proposed

SANEG to have a slightly delayed first turn, following different path compared to SCOTT and GUMKI which remain routing BOSVU-DADAN.

This first turn more closely reflects the nominal centreline in the baseline model with the first turn over the Gateway bridge – a suggestion from many community members.

Reduced frequency of overflight between BOSVU-DADAN

SANEG, SCOTT and GUMKI follow existing tracks from here. 0.2nm difference in tracks between SANEG and SCOTT/GUMKI to here so catch ups should not be an issue.

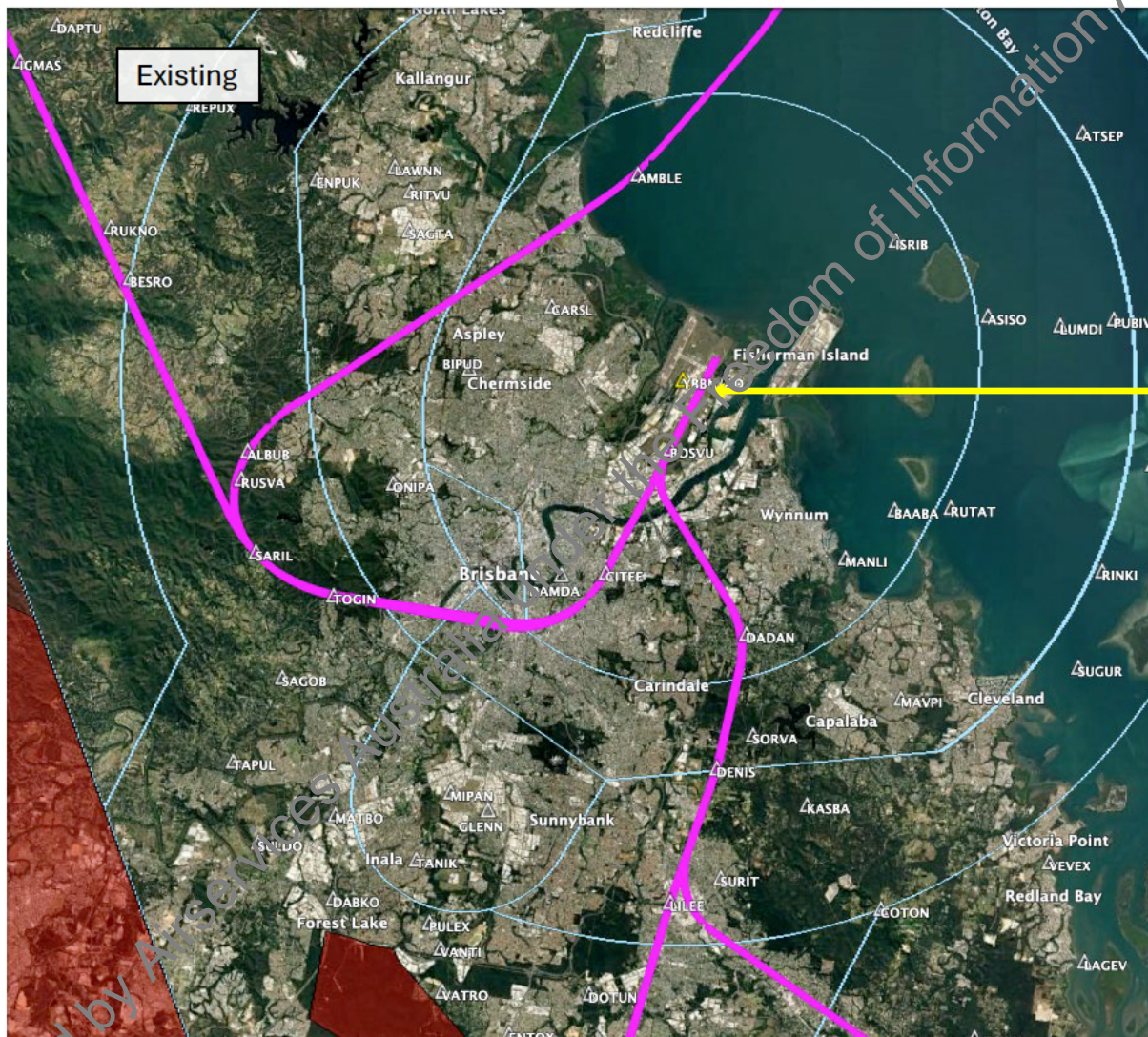
Potential LILEE raise by 1000ft to 6000ft with 7.3% CG (this might be too high)

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RWY 19L/19R Nighttime SID proposals

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WACKO 19L: Route direct to IBUNA (IBUNA SID instead of WACKO) to reduce numbers overflown (above 6000ft) and track miles at night



Existing

All departures from 19L after 2200

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