Airservices Implementation Approach to Trax International Interim Report, March 2022

Airservices is considering all 49 improvement opportunities noting the Trax report is interim and that the identified opportunities range from being able to be readily progressed in the immediate/near term, to those that are complex, require significant stakeholder consultation and safety analysis which will take more time to work through.

Below, Airservices has identified those opportunities where work can commence immediately (green) and the remainder (blue) which require further analysis and consultation with affected stakeholders.

As highlighted in the Trax International Interim Report, these opportunities are all technically viable. Importantly, some opportunities may not prove to be operationally feasible or sufficiently beneficial in the context of the overall approach to improving the airspace and noise impacts. Some of these opportunities are also dependent on others and need to be sequenced which requires Airservices to undertake appropriate analysis.

No.	Trax Improvement Opportunity	Airservices Response	Indicative timeframe
1	Full-length departure trial that is now in progress	Full length departure trial commenced	Implemented 24 February 2022
2	Safety assurance for a 7-knot tailwind limit	In progress. Finalising safety case to be submitted to the Civil Aviation Safety Authority (CASA)	15 April 2022
3	Post operational analysis to evaluate Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) potential	In progress	By end June 2022
4	Examine the community perception of turboprop noise	In progress and to be consulted at planned community workshops	May/June 2022
5	Increasing the minimum climb gradient on the departure routes	In progress and to be consulted with community, industry and CASA	May/June 2022
6	Displace the landing thresholds for arrivals over the city	In progress and to be consulted with community, industry and CASA	May/June 2022
7	Slightly steeper approaches for arrivals over the city	In progress and to be consulted with community, industry and CASA	May/June 2022
8	Clear and unambiguous instructions regarding the use of SODPROPS	Will be progressed	By end June 2022
9	Decision-making criteria for the use of SODPROPS	Will be progressed	By end June 2022

No.	Trax Improvement Opportunity	Airservices Response	Indicative timeframe
10	Delegated use of Amberley at lower altitudes	These opportunities are identified as needing further analysis, implementation sequencing and/or engagement with community, industry, CASA, the Department of Infrastructure, Transport, Regional Development and Communications and/or Defence. Airservices and Trax International will conduct a series of additional stakeholder meetings, including community workshops, during May and June 2022 to examine the feasibility, benefits and dependencies associated with these improvement opportunities. This work will inform which of these opportunities are safe, feasible and provide a net benefit to community and other stakeholders.	Implementation timing will be notified where opportunities are assessed as sufficiently beneficial and feasible.
11	Examine Big Amberley's impact on westerly arrivals during SODPROPS		
12	Reduce tactical intervention to maintain route compliance		
13	Examine the runway mode preference for departures over arrivals		
14	Reintroduce a visual approach over the river		
15	Airport/airspace capacity study for inbound and outbound aircraft		
16	Re-evaluate the delay threshold to relax compass operations		
17	Modelling and simulation to inform modifications to en-route sectors		
18	Integrated planning, delivery and governance arrangements		
19	Community Noise Management Board		
20	Noise and other overflight data used to inform decision making		
21	Operational data used to inform decisions and enhance performance		
22	Mechanisms for sharing information with communities		
23	Cross-industry airspace optimisation forum		
24	A best practice review of noise abatement departure procedures		
25	Engagement approach for options development and assessment		
26	An iterative approach to flight path design and impact assessment		
27	A wider review of the meteorological constraints associated with SODPROPS		
28	Forecasting and decision-making support tools for SODPROPS		
29	System adaptations to support SODPROPS initiation and exit		
30	Small flight path changes to mitigate noise		
31	Re-evaluate the turboprop radar Standard Instrument Departures (SIDs) based on the outcome of #4		
32	Noise relief by runway alternation in segregated mode		
33	Use of mixed-mode and tactical arrival and departure enhancements		
34	Multiple Required Navigation Performance – Authorisation Required (RNP-AR) routes for noise respite on arrival		
35	Coordination of the arrival and departure sequencing		
36	Multiple departure route configurations for noise respite		
37	Arrival sequencing with Required Navigation Performance and the use of targeted vectoring		
38	Airspace redesign to enable independent operations		
39	Adaptations to manage other aerodromes/airspace users		
40	Optimisation of new Air Traffic Management systems and tools		
41	Greater Civil/Military integration to enable Flexible Use of Airspace (FUA)		
42	Modelling and simulation of SODPROPS maximum capacity threshold		
43	Re-positioning the routes that serve en route traffic		
44	Engage airlines to reduce the noise by flying quieter approaches		
45	Review the potential for Ground Based Augmentation System (GBAS) to improve noise management		
46	Wider airspace redesign to enable the use of SODPROPS		
47	Larger flight path changes to mitigate noise and improve efficiency		
48	Brisbane Operating Plan		
49	Terminal-wide airspace re-design		

*Opportunities involving flight path change will be developed consistent with Airservices Flight Path Design Principles to ensure that community, industry and stakeholder views have been fully considered and safety cases developed for an Airspace Change Proposal.