



29 January 2010

Committee Secretary  
Senate Standing Committee on Rural and Regional Affairs and Transport  
PO Box 6100  
Parliament House  
Canberra ACT 2600

Dear Sir/Madam,

**BRISBANE AIRPORT CORPORATIONS SUBMISSION TO THE INQUIRY INTO THE EFFECTIVENESS OF AIRSERVICES AUSTRALIA'S MANAGEMENT OF AIRCRAFT NOISE**

Brisbane Airport Corporation Limited (BAC) thanks the Senate Standing Committee on Rural and Regional Affairs and Transport for the invitation to make a submission on *"An assessment of the effectiveness of Airservices Australia's management of aircraft noise under its responsibilities to provide air traffic services and protect the environment from the effects associated with the operation of aircraft for which it has legislative jurisdiction"*, and offers the following comments:

BAC has always sought and experienced a comprehensive, open and constructive working relationship with Airservices Australia (AsA), relying to a very significant extent on AsA's technical expertise, established systems and initiatives to inform and support Master Plan, Major Development Plan and stakeholder engagement programs to the best of industry ability.

Responding to the Terms of reference advised by the Committee:

***In undertaking this inquiry, the committee shall consider whether Airservices Australia:***

***(a) has conducted an effective, open and informed public consultation strategy with communities affected by aircraft noise;***

BAC can only make a fully informed comment with respect to its own stakeholder and community engagement activities on aircraft operational impacts, and for which AsA has jointly participated. BAC undertakes a comprehensive program of community engagement activities with regular forums conducted in the various federal electorate zones in the vicinity of the Airport. AsA representatives are invited to assist, regularly participate, and have provided valuable technical inputs to questions raised at those forums.

In addition, the tools that AsA have implemented such as Webtrak and the Noise and Flight Path Monitoring System provide comprehensive, transparent and readily accessible data for affected or interested stakeholders.

***(b) engages with industry and business stakeholders in an open, informed and reasonable way;***

As stated above BAC is reliant on the specialised and comprehensive input by AsA in its

planning, development and consultation processes, including:

- The endorsement of Australian Noise Exposure Forecast (ANEF);
- Airport Master Plans;
- Major Development Plans;
- Development assessments – on and off-airport;
- Aircraft Navigation systems;
- Noise and flight-track data; and
- System development and improvement.

BAC participates in various industry working forums with AsA in the interests of continuous improvement in all areas associated with airspace design, management, operation and improvement. AsA have consistently demonstrated an inclusive approach to the above processes, much of which is highly technical and specialised.

BAC would benefit from a greater understanding of all industry initiatives that AsA undertake that have the potential to influence Brisbane Airport, how those initiatives interrelate and in what aspects BAC can influence or constructively input to.

In undertaking aspects of planning, development, and development assessment processes, BAC is reliant on the specialised technical inputs of AsA who in certain processes is also the regulatory authority, responsible for critical endorsement or advice statements. This aspect has potential conflict issues particularly if legislative controls become more onerous, or resourcing levels are compromised.

***(c) has adequate triggers for public consultation under legislation and whether procedures used by Airservices Australia are compliant with these requirements;***

BAC is not completely familiar with the legislative triggers under which AsA operates, but has the recent experience of a joint BAC / AsA local government briefing in response to a proposed minor airspace design change to Required Navigation Performance (RNP) arrival procedures to the south of Brisbane. The proposed airspace change resulted in a relocation of an arrival track affecting on average less than 10 aircraft movements daily at an altitude in excess of what would be considered as potential noise impacting flight.

The briefing was at AsA request in response to legislative requirements, facilitated collaboratively by BAC, was well constructed, resourced and well received by the local government representatives.

AsA have advised BAC that this consultation process will be a requirement of and adopted for future proposed airspace changes, regardless of the magnitude of potential impact, which was negligible in the instance above. AsA have indicated a desire to utilise BAC's established engagement mechanisms to facilitate a "joint" consultation approach.

***(d) is accountable, as a government-owned corporation, for the conduct of its noise management strategy;***

BAC considers that AsA consistently demonstrates "leading practice" in its development of systems and data analysis relating to airspace design, operation and data presentation.

BAC seeks to strengthen its relationship with and understanding of the type and extent of data AsA has or could make available to inform consultation processes.



***(e) has pursued and established equitable noise-sharing arrangements in meeting its responsibilities to provide air traffic services and to protect the environment from the effects associated with aircraft for which it is responsible;***

AsA as the airspace management authority, leads the development and application of effective Noise Abatement Procedures (NAPs) for aircraft operations to and from Brisbane Airport. NAPs need to be regularly reviewed with respect to emerging systems (the evolution of satellite based systems over legacy radio based aids), procedures and fleet capabilities to ensure optimum sustainable operational outcomes.

Brisbane Airport has for some time participated in a trial of Required Navigation Performance (RNP) procedures, which have clearly demonstrated a potential to reduce aircraft operational environmental impacts – both reduced noise and emissions.

The industry has embraced the positive outcomes of the initial trials with a program now underway to roll-out RNP across Australia. It is BAC's strong position that through the roll-out program, multiple RNP tracks for operations to the south of Brisbane Airport should be developed as a priority, to provide some level of respite to noise affected community areas.

BAC seeks a means of urgently progressing this initiative with AsA and suggests that additional funding and a resourcing focus should be provided and applied to this project to realise the potentially significant positive community benefits they would result.

***(f) requires a binding Community Consultation Charter to assist it in consulting fully and openly with communities affected by aircraft noise; and***

BAC is not familiar with legislation or guidelines that specify AsA consultation processes, but seeks to maintain its collaborative approach with both its own engagement processes and those of AsA where the airport operator can contribute constructively.

***(g) any other related matter.***

In light of the "White Paper" statement:

*"The Government has committed to a formal review of the need for a curfew at Brisbane Airport to inform its consideration of the next Airport Master plan in 2014"*

BAC will require a strong and collaborative working relationship with AsA to collate, share and analyse aircraft flight track and noise complaint data, including the consideration of new methods of data collection, correlation and presentation.

Thank you again for the opportunity to provide the above submission. Should any clarification on the issues raised be required, please do not hesitate to contact the undersigned on 07 3406 3047.

Yours sincerely,



**Mark Willey**  
Executive Manager Airport Planning