

PINKENBA COMMUNITY ASSOCIATION INC

SUBMISSION TO THE SENATE STANDING COMMITTEE ON RURAL & REGIONAL AFFAIRS & TRANSPORT

INQUIRY INTO THE EFFECTIVENESS OF AIRSERVICES AUSTRALIA MANAGEMENT OF AIRCRAFT NOISE

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;
- (b) Engages with industry and business stakeholders in an open, informed and reasonable way;
- (c) Has adequate triggers for public consultation under legislation and whether procedures used by Airservices Australia are compliant with these requirements;
- (d) Is accountable, as a government-owned corporation, for the conduct of its noise management strategy;
- (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;
- (f) Requires a binding Community Consultation Charter to assist it in consulting fully and openly with communities affected by aircraft noise; and
- (g) Any other related matter.

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INTRODUCTION

The village of Pinkenba was established in the mid-nineteenth century and is located adjacent to Brisbane Airport. There is currently a population of approximately 300. The new airport and runway system was constructed in the 1980's to the north of the village. Aviation activities commenced long after the establishment of Pinkenba Village.

Residents are accustomed to aircraft operations and generally have accepted their presence with equanimity. There has been a noticeable increase in the air traffic in recent years and noise levels have increased in both volume and frequency.

The main complaint is when aircraft "cut the corner" when taking off to the south and fly directly over the village. The response by BACL to these complaints is that there is nothing they can do about this as AA and the pilots determine the flight path of an aircraft.

Residents used to complain regularly, but as nothing seemed to have any affect people stopped complaining. It should also be mentioned that the free complaints line, which had been operating for many years before BACL took over the operation of the Airport was changed to a pay for use system. This has deterred many people from complaining, as they are charged for it.

It is probable that Airservices Australia has operational manuals on public consultation and communication. Possessing instruction manuals and actually implementing the procedures are two entirely different things.

It is also disappointing that ASA and BACL do not have a Consultative Committee, such a committee existed a few years ago, but was cancelled by BACL who have recently introduce community information nights.

The Pinkenba Community Association would like to make the following submission to the Enquiry.

(a) PUBLIC CONSULTATION

As the community closest to Brisbane Airport and subject to a constant stream of over-flights, both day and night. It would seem that we should be the community most informed and consulted by AA (Brisbane).

Unfortunately this is not the case. **As a corporate entity AA has to, my knowledge, NEVER consulted independently with the community.** On rare occasions a representative has accompanied Brisbane Airport personnel when they where presenting the BACL Master Plan.

Over the years residents have slowly stopped complaining about aircraft noise because nothing was ever done about it. Any complaint to BACL was referred to AA, with no apparent affect.

The failure to notify this Community about this enquiry is typical of the lack of communication. **No information, from either ASA or BACL, was received by this community, advising them of the forthcoming enquiry and our opportunity for involvement.** It should also be noted that the Federal Representatives for this Electorate also failed to notify the community.

(b) ENGAGEMENT WITH STAKEHOLDERS

There has been no engagement with the Pinkenba community, nor am I aware of any engagement with business or industry.

An example of this is that the PCA Inc have no telephone numbers, or email addresses for anyone in Airservices Australia.

(c) ADEQUATE TRIGGERS FOR PUBLIC CONSULTATION

The Pinkenba Community Association Inc is not aware of any such triggers. If they exist they appear to have never been pulled as far as the community of Pinkenba is concerned.

(d) ACCOUNTABILITY FOR ITS NOISE MANAGEMENT STRATEGY

If such accountability exists it has not been demonstrated to the residents of Pinkenba. Nor has any information regarding a management strategy been given.

(e) NOISE SHARING TO PROTECT THE ENVIRONMENT

If such noise sharing arrangements have been made, the views of the residents of Pinkenba have not been sought.

(f) REQUIRES A COMMUNITY CONSULTATIVE CHARTER WITH AFFECTED COMMUNITIES

Such a Community Consultative Charter is essential, particularly with regard to the future projected growth in aircraft movements.. **If such a charter is implemented it is essential that there be a complete oversight of its administration by an independent body.** Such an oversight body to have the power to compel AA to comply with the charter.

(g) OTHER RELATED MATTERS**AIRCRAFT NOISE**

Various suggestions regarding noise and aircraft movements have been made in the past by the PCA Inc. Including submissions to Brisbane Airport 2009 Draft Master Plan, and the Federal Minister responsible, with no obvious affect, or satisfactory response. These suggestions related to the location of the Brisbane Airport departure point for Standard Instrument Departures (SID) for Runway 01/19 south, refer AA document BBNDP03-116 dated 28 August 2008. (*Refer Fig 1*)

The official flight track shows the departure point MEAND at the end of runway 01/19 on heading 196. At this point and at an altitude of 600 ft. they then turn left and proceed to point DADAN. They then turn right to heading 181 to point DENIS and right again along heading 188 to point LILEE.

This “dog leg” takes the track directly over the village of Pinkenba at heights of possibly less than 1000ft. (*Refer to Fig 2.*)

There are at least three possible solutions to reduce Pinkenba village over flights.

1. Remove the “dog leg” and vector aircraft directly to point Lilee. This will only have a minor effect on noise emissions for Pinkenba.
2. Move departure point MEAND a further 500 metres from the end of runway 01/19, aircraft can then turn left to point LILEE.. This will have a major effect on aircraft noise emissions for Pinkenba and should virtually eliminate overflights..
3. **The best option would be to have all departing aircraft follow the same track as arriving aircraft and proceed over the Gateway Bridge. There are no communities along this track until well past the Bridge at which stage the aircraft would have gained considerable altitude with subsequently less noise.**

NOISE MONITORING

Brisbane Airport has four Noise Monitoring Stations (NMS), there used to be five but NMS2 was abandoned. **The closest, NMS1, is over 6 Km from the end of runway 0/19.** Documents indicate

that at this location aircraft altitudes would be well over 3,000 feet, bordering on 5,000. Pinkenba is only 1.5 Km from the end of the runway with aircraft altitudes of less than 1,000 feet. Furthermore NMS1, which is in a direct line from runway 01/19, can only measure northern departures, as aircraft heading south turn left off the runway alignment at point MEAND, as mentioned previously.

In the past these aircraft would have passed over NMS2 but NMS2 has been abandoned. It would seem that there is no noise monitoring for aircraft going south for either northern or southern departures from runway 01/19. Tracking reports indicate that there are far more aircraft departing to the south than to the north. (*Refer Fig 3*)

This raises several questions:

1. **Why is there no noise monitoring for south departing aircraft?**
2. **Why are the NMS's located so far from the end of runway 01/19?**
3. **Why are there no NMS's located at the closest residential area of Pinkenba?**

COMMENTS:

If the PCA were to be given the job of locating NMS's for Brisbane Airport, at locations where they would **be least effective, and put the Airport in the best possible light**, we would have chose the exact same spots as they are now. By a rough estimate **they only cover, at the most, 20% of aircraft movements**, the vast majority of which would appear to be non-jet anyway.

It may be just coincidence, but it appears to us that the **NMS's have been deliberately located in areas that have low air traffic volumes**, whilst still appearing to be credible.

SUGGESTIONS:

1. **Abandon the current noise monitoring system.**
2. **Institute a monitoring system that accurately reflects the ACTUAL noise being experienced by residents and businesses in locations that matter.**
3. **Appoint an independent body, with no association to either Airservices Australia, or the Brisbane Airport Corporation to oversee the new monitoring programme. (Dept for the Environment?)**
4. **Any Consultant used to design a new monitoring system to have no association with either AA or BACL, other than to obtain flight data.**
5. **The residents of Pinkenba have complained, and made submissions to all the statutory bodies responsible for the Airport activities for many years, with very little response and no apparent effect. The Enquiry should consider a recommendation to replace the existing apathetic and uncooperative administration with a more enlightened, and cooperative one.**
6. **Change the flight regulations to compel aircraft to stay within allocated flight paths when close to residential and business areas.**
7. **Create an effective consultative process involving residents and businesses affected by aircraft noise. It is my understanding that BACL is at long last introducing a Community Consultative Committee (sic). AA should have a representative on this Committee to respond to any issues that may arise.**

8. It is also our understanding that the BACL Consultation Group will be composed of selected nominees, and be restricted to only a few members. **We find this abhorrent, all communities adjacent to the airport should be canvassed for participants, and encouraged to participate.** We suggest that the Port of Brisbane Corporation CCC be used as a model for any such proposed committee.
9. Amend the noise abatement procedures for departing flights (BBNNA03-110) to minimise noise exposure for Pinkenba between the hours of 21:00 EST (05:00UTC) and 06:00 EST (16:00 UTC) for all days of the week.
10. As air traffic increases during the next decade, serious consideration should be given to restricting flights at night, particularly between the hours of 23.00 hrs and 06.00 hrs. This would have a significant affect on the lives of people currently suffering from sleep deprivation due to aircraft noise.

We hope this submission will be of some assistance and thank you for allowing its late inclusion. We also apologise for the poor presentation, but it has been put together in some haste. Should you require anymore information please do not hesitate to contact us.

Your faithfully

Edward Slater

President

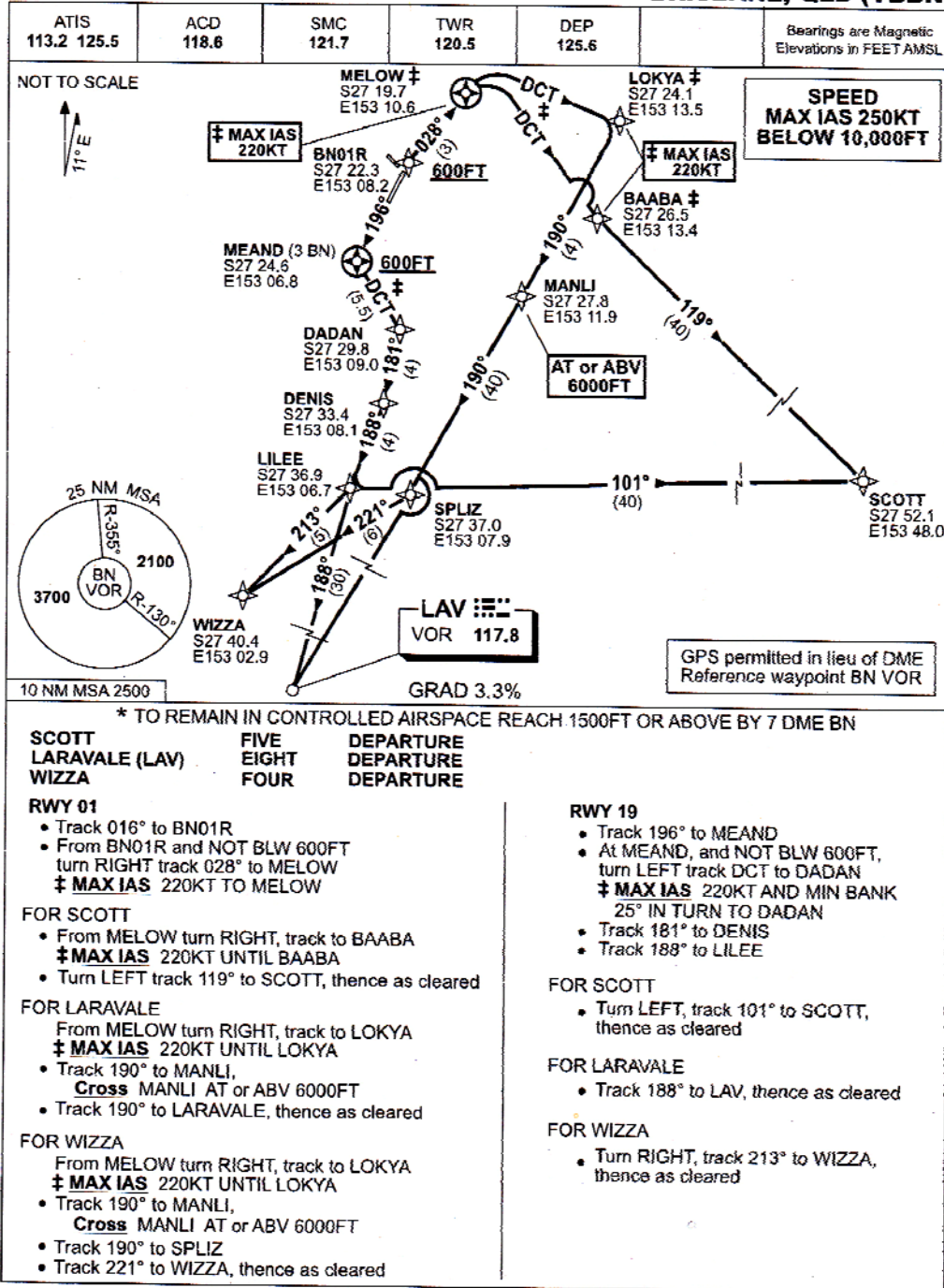
For and on behalf of the Pinkenba Community Association Inc

References:

- Airservices Australia Brisbane Quarterly Report BN09Q4.
- Airservices Australia Noise Abatement Procedures 15 March 2007 Brisbane QLD.
- Pinkenba Community Association Inc: BAC 2009 Preliminary Draft Masterplan Comments.
- Figures 1, 2 and 3

**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 01/19 SOUTH (JET)(RNAV)*
BRISBANE, QLD (YBBN)**

28 AUG 2008



Changes: Editorial.

BBNDP03-116



FIGURE 1
Standard Instrument Departures South
28 Aug 2008

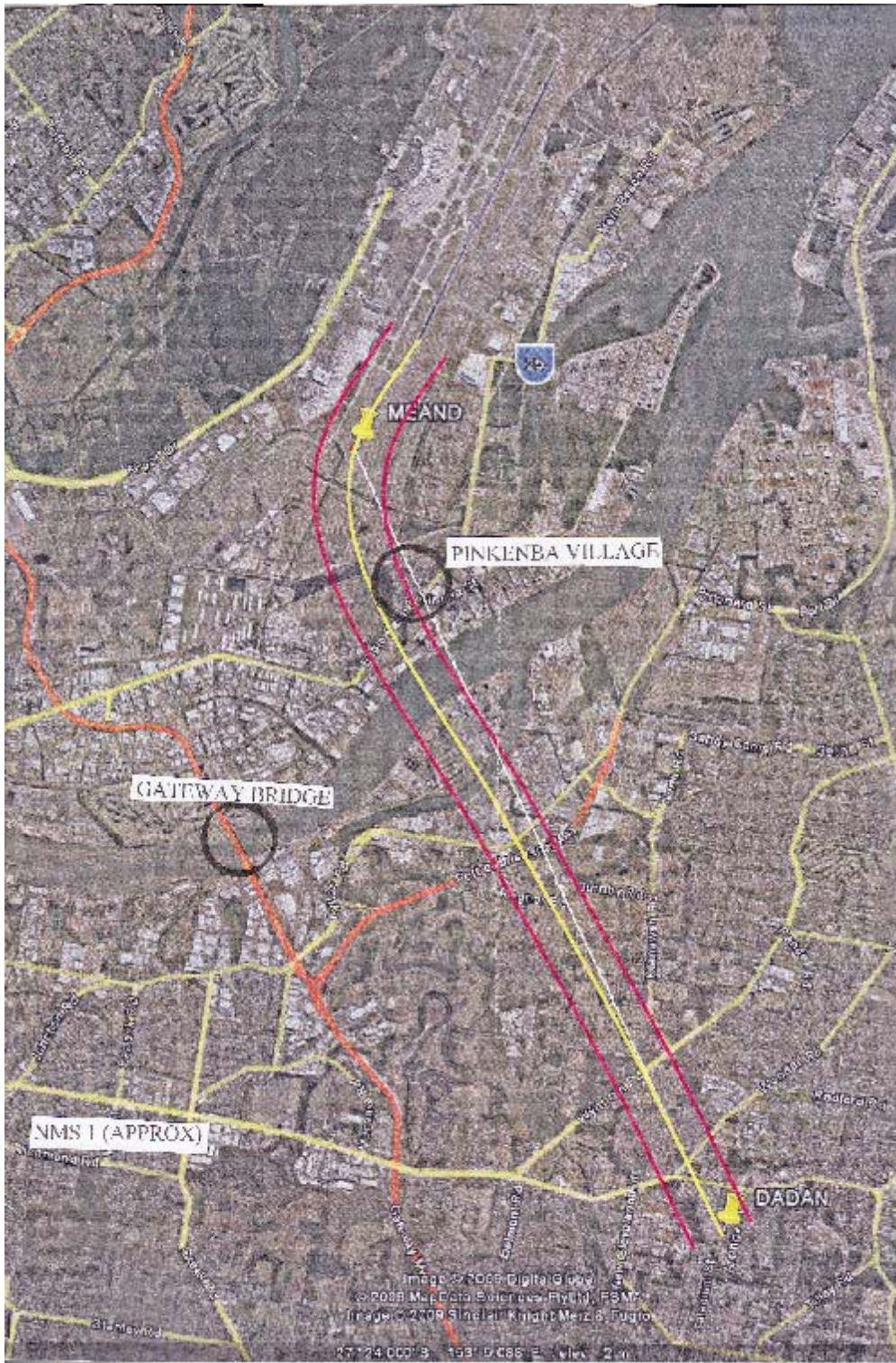


FIGURE 2

Overlay of Track from MEAND to DADAN
Showing approximate flight corridor and location of Pinkenba Village and NMS 1

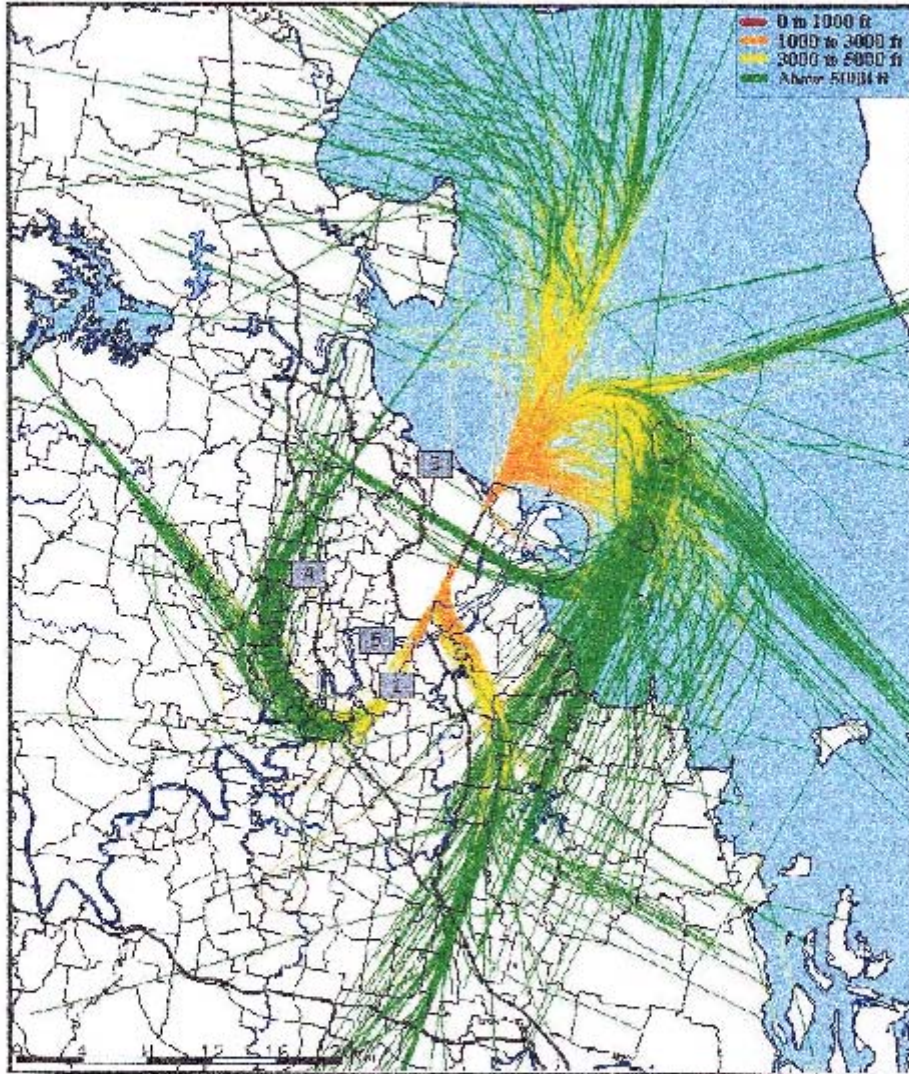


Figure 6: Track plots coloured by height for jet departures during the period 2/12/2009 to 8/12/2009.

FIGURE 3

Showing location of the four remaining NMS's in relation to flight paths.