

*Your local team*



Terri Butler MP Hon Di Farmer MP Cr Kara Cook

## AIRCRAFT NOISE: CONSTITUENT SUGGESTIONS

### **A message from Terri, Di and Kara**

This document sets out suggestions received from local constituents, for mitigating aircraft noise.

This list is provided with a view to seeking a response from the Deputy Prime Minister on behalf of the Australian government.

As laypersons, we are not in a position to assess the feasibility or safety of these suggestions. We submit them, seeking a consolidated, non-technical response; and a proposal for a way forward in addressing the significant impacts of aircraft noise on our local community.

### **Over the bay operations**

- Take-off and landing over the bay as a strict requirement, or at the very least, a strict requirement for night operations.
- An increase from 5 knot windspeed tolerance to 10 knots when keeping aircraft over the bay.

### **Curfew**

- Suggestions have included:
  - 9pm to 7am, or 7pm to 8am.
  - a complete night curfew with no flights.
  - flights only departing and landing during business hours, Monday to Friday.

### **Use of the original runway**

- Flights to be equally shared between both runways.

### **Take-off and landing**

- Full length of the runway to be used, and no intersectional departures. This would be a requirement for all jet aircraft, or at least all international jets.
- Greater enforcement of Noise Abatement Procedures, specifically NADP1, rather than NADP2, and penalties if procedures are not complied with.
- Mandatory height requirements for take-off and landing.
- Jet aircraft using the new flight paths to fly at a minimum altitude of no less than 5000ft at all times of the day.
- Restrictions similar to those on the use of the Instrument Landing System flight path at the Gold Coast Airport.

## Assessments

- The development of a new Environmental Impact Statement, specifically to allow the lateral flight paths to be variable and shared across all airport precinct suburbs. The new EIS would allow for turns over Northgate Industrial and Boondall Wetlands, variable approach paths for arrivals, and the overall reassessment of the flight path design.
- The development of a social impact assessment.
- An independent noise study implemented.
- The noise monitor located at the Bulimba Barracks to be relocated to under the flight path in an area where residents are most affected.

## Flight paths

- Flight paths to be over the Brisbane River to avoid all Brisbane suburbs as much as possible, with propeller aircraft to always follow the river.
- Shared flight paths across all suburbs throughout Brisbane.
- Flight paths that focus on industrial areas rather than residential areas.
- Strict guidance to use and follow the current flight paths.
- A distance of 600m between each flight path.

## Specific flight path and turns

- When experiencing northerly winds, aircraft to use path H2 or G, rather than H1, or introduce H3 between H2 and G.
- When experiencing southerly winds, departure path I to initially mirror departure path D before turning north.
- An early turn of RWY19R for departures heading north. The RNAV X RWY01R joining at 1.9nm, whereas the RNAV X RWY01L approach joins final at 4.1nm.
- There is currently an overuse of RWY01L compared to RWY01R. International arrivals to use RWY01R with a shorter taxi time.
- The path J is not used very often, even in low wind conditions. Arrivals to be spread across J, H1, H2, G.
- A right J manoeuvre over to northern suburbs to be used when aircraft are travelling north.
- Heritage flight paths that were in operation during 2019 to be preferred whenever runways are dry, and wind is below 10 knots. When capacity requires the new flightpaths to be used, traffic to be prioritised based on the expected noise impact of the aircraft.
- The separation of the departure track from the arrival, specifically the 19R departure track.
- Relocation of the 01L RNP track to the north by 1-4km.
- Relocation of the H1 arrival path to the north by 1-4km.