



## **Post Implementation Review**

### **Brisbane Airport RWY 19 Southern Departure Realignment**

#### **Version 1**

**Effective 16 February 2016**

## Introduction

A change was made in November 2014 to Brisbane Airport's Runway 19 southern jet departure flight path to reduce the noise impact for the Pinkenba community as part of Airservices' noise improvement plan. The flight path was to be extended 500m further on runway heading so that aircraft would remain clear of the residential area of Pinkenba and move slightly further towards the motorway south of the airport before re-joining the original flight path just prior to Tingalpa.

## Summary of environmental assessment

Prior to commencement of the trial, Airservices undertook an environmental assessment which concluded as follows:

- It was anticipated the proposed departure flight path realignment would provide a potential benefit to the Pinkenba community by reducing aircraft noise.
- The decrease in the maximum noise of each individual overflight was anticipated to be less than 2 dB(A) and therefore not likely to be noticeable.
- The total number of noise events at or above 70 dBA was anticipated to reduce which might be noticeable.
- The change was not expected to impact on matters of national environmental significance or areas of indigenous cultural significance.

## Summary of engagement undertaken

### Industry consultation

The Brisbane Technical Noise and Environment Working Group (TNEWG) was the primary consultation forum for industry. Air Traffic Control supported the proposed change before it was presented to the airlines and the airport for their support through the TNEWG.

Brisbane Airport supported the change and did query the slowness of implementation with Airservices on a number of occasions. Updates were provided to the TNEWG every three months to ensure industry was aware of progress and could provide feedback.

## Community consultation

The Brisbane Airport Community Aviation Consultation Group (CACG) was the primary community consultation mechanism. The proposal originated from the Pinkenba community representative for this forum and he was kept informed during the investigation and subsequent implementation. He noted the time it took Airservices to implement the change, however was happy with the outcome.

## **Operations**

### Air Traffic Control

Air Traffic Control determined how far to move the initial waypoint without affecting operational safety or efficiency and provide the intended noise benefit.

## **Noise impacts**

The expected reductions in noise levels were very small and did not support specific data collection post implementation. No noise analysis has been undertaken since the change was implemented.

## **Community feedback**

There have been few overflights of Pinkenba post implementation resulting in fewer complaints. The number of complaints in the residential areas closest to Pinkenba to the southeast have also reduced since implementation of the change.

## **Conclusion**

Pinkenba overflight was a consistent issue for the community for a number of years and this change was a solution proposed by the Community Representative at the Brisbane CACG. After reviewing noise complaints and feedback from the CACG, Airservices considers the change has been a success as a noise improvement and is appreciated by the Pinkenba community,