BRISBANE AIRPORT OPERATING 24/7
MAINTAINING OUR COMPETITIVE EDGE
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Submission to the Commonwealth Department of Infrastructure and Transport in response to the Discussion Paper, Future Brisbane Airport Operations: A Review of the Need for a Curfew at Brisbane Airport.

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MAINTAINING OUR
COMPETITIVE EDGE
Executive Summary

Brisbane Airport is Queensland’s ‘front door’. It is the primary gateway for the state’s business community, the main aviation hub for the regional resources industry and the most important feeder airport for the state-wide domestic and international tourism industry.

Unlike many other Australian airports, Brisbane Airport was planned and designed for 24-hour operations.

A curfew on Brisbane Airport would stifle economic activity and growth in Queensland and Australia, negatively impacting:

» Employment
» International and domestic business and leisure tourism
» International and domestic trade and freight
» Aircraft activity in the high impact period of 6pm – 9pm, thereby increasing noise impacts on the surrounding community
» Efficiency of the national aviation network
» Efficiency of Australian airports and associated maintenance programs and facilities.

Cumulatively, the economic cost of a curfew if all affected activity was lost is estimated at $13.6 billion over the period to 2033-34 (in net present value terms)\(^1\).

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1 \( ^1 \) The Economic Impact of Brisbane Airport, Deloitte Access Economics, September 2013
Vital economic contribution; impact of a curfew

A recent Deloitte Access Economics study commissioned by BAC highlighted that by 2033-34, a 24/7 Brisbane Airport will generate an annual benefit of:

- $13.4 billion in direct and indirect economic contribution to the Australian economy
- $7.6 billion in tourism activity
- More than 88,000 jobs Australia wide.

A curfew imposed at Brisbane Airport would impact international and domestic flights, tourism, the economy, jobs, businesses, air freight and even the community.

Estimates suggest that 216,000 international passenger movements would be lost each year if a curfew were imposed on Brisbane Airport. Of these, 111,000 would be international visitors to Australia. Additionally, 112,000 domestic passengers would be lost each year if a curfew was imposed on Brisbane Airport.

Brisbane Airport’s 24-hour operations are vital to the growth of Brisbane and Queensland. A curfew-free capital city airport is a powerful attraction for many businesses looking to invest in Queensland. In addition, 24/7 operations give the airport the flexibility to maintain services and attract additional flights, services and investment.

Community attitudes to a curfew

Recent public opinion research showed that a majority of local and regional respondents agreed that a curfew would have a negative impact on the Queensland economy. As a result, a substantial majority of respondents do not support a curfew on Brisbane Airport.

In addition, aircraft noise complaints decreased during the 2013 financial year, with Airservices Australia recording 5,024 aircraft noise complaints from 469 people in the twelve months to June 2013. Of this total, 3,090 complaints were made by just three people. During the same period, Brisbane Airport recorded more than 220,000 aircraft movements, carrying 21.6 million passengers.

Most noise complaints tend to be received between 6pm and 9pm, and between 6am and 8am. Imposing a curfew at Brisbane Airport could compress early morning and late evening flights into these most noise sensitive hours, exacerbating noise impacts and increasing complaints.

Planning for a 24-hour airport

One of the key planning strengths of the Brisbane Airport is its extensive natural and appropriate land-use zoned buffer from residential areas. In fact, Brisbane Airport has the largest buffer zones from surrounding communities of any capital city airport in Australia.

Importantly, the selection and agreement by all levels of government of the Brisbane Airport site many decades ago was predicated on its capacity to support a parallel runway system with at least a six kilometer buffer from the end of the centreline of either runway. Brisbane’s New Parallel Runway is expected to be in operation in 2020 and will significantly reduce the number of aircraft flying over residential areas in noise sensitive periods, while boosting capacity for Queensland.

In addition, Brisbane Airport Corporation and its industry partners have established a benchmark for Australian airports in their approach to noise abatement procedures and community engagement in regards to aircraft noise that minimise the impact of aircraft operations at noise-sensitive times.

In summary, and as demonstrated in greater detail throughout this document, a curfew for Brisbane Airport would serve to meet the needs of a very small minority (most noise complaints in 2012-13 came from just three people) while significantly constraining economic drivers and future growth opportunity for the vast majority.
Brisbane Airport is Queensland’s most critical transport hub and a significant component of the national transport network, facilitating the movement of more than 20 million passengers and over 107,000 tonnes of air freight and mail in 2012. It is Australia’s third busiest airport by passenger movement and has grown in importance over the past decade, with increases in international passenger movements of 71 per cent.

Brisbane Airport plays a critical role in the Queensland and Australian economies by facilitating tourism, business and trade, and through the activities of businesses located in the airport precinct.

The 2014 Brisbane Airport Master Plan encompasses a range of developments that will significantly expand the scale of operations over the coming years. The incremental impact of these developments is estimated to generate $19.7 billion in Gross Regional Product for the south-east Queensland economy over the period to 2033-34.

The airport also provides a range of social benefits to residents of the greater Brisbane region, including connectivity with other parts of Queensland and beyond, time savings from direct flights to a wide range of national and international destinations, and business opportunities for locals due to intrastate, interstate and overseas accessibility.

Brisbane Airport’s 24-hour operational status provides the necessary flexibility to maintain current services and attract additional flights, companies and business investment.

2.1 Growth drivers in Queensland

One of the main drivers of Queensland’s economic growth has been population growth. South East Queensland, in particular, is projected to grow from 2.8 million people in 2006 to 4.6 million by 2031. That represents a greater population than the current number of people living in Queensland.

The tourism industry also is a key driver of economic activity in Queensland. Based on latest figures, tourism contributed $22 billion to the Queensland economy and accounted for 7.8 per cent of Queensland’s Gross State Product (GSSP) in 2011-12. In addition, Queensland attracted more than two million international visitors in the year ending June 2013. The Queensland Government’s vision is for Queensland to be the lead tourism destination in Australia and to double overnight visitor expenditure in Queensland by 2020.

While the mining sector has slowed recently, it is still one of the fastest growing industries in Australia over the past decade. The Gross Value Added (GVA) of the resources sector in Australia grew by 190 per cent from 2003-04 to 2008-09 (over $100 billion in 2008-09), compared to a growth of 28 per cent for the tourism industry (about $30 billion) over the same period. As a result of its natural resource endowment, Queensland has been one of the major beneficiaries of the mining boom. Brisbane Airport plays a critical role in transporting mine workers to regional sites, with many of these flights operating before 6am and, therefore, likely to be unduly impacted by a curfew.

Table 1: National economic contribution of Brisbane Airport (2012-13 dollars)

<table>
<thead>
<tr>
<th></th>
<th>2012-13</th>
<th>2033-34</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total economic contribution</td>
<td>» 35,371 FTE employees</td>
<td>» 88,620 FTE employees</td>
</tr>
<tr>
<td></td>
<td>» $5.35 billion GVA</td>
<td>» $13.4 billion GVA</td>
</tr>
<tr>
<td>Economic contribution of facilitated tourism</td>
<td>» $3.1 billion GVA</td>
<td>» $7.6 billion GVA</td>
</tr>
</tbody>
</table>


2 Brisbane Airport Corporation

3 Tourism Economic Key Facts, Tourism Queensland, June 2013

4 International Tourism Snapshot, Tourism Queensland, June 2013

5 Strategic Plan 2012 – 2016, Tourism Queensland, Update June 2012

6 Economic and social importance of Brisbane Airport and the potential impact of a curfew, Deloitte Access Economics, May 2012
The influence of population, tourism and mining growth on aviation at Brisbane Airport cannot be overestimated. The expected increase in population as well as economic, employment and tourism growth will continue to boost air travel. To meet this demand, it is vital Brisbane Airport is able to maintain its competitive edge and continue to offer flexible 24-hour services for passengers.

2.2 Brisbane Airport – Supporting growth in Queensland

Brisbane Airport is one of the fastest growing capital city airports in Australia, offering passengers direct connections to 29 international and 43 domestic destinations. Overall passenger numbers at Brisbane Airport are expected to grow from 21 million in 2011-12 to around 43 million by 2028-29. Passenger demand at the Domestic Terminal is forecast to dominate this growth, with passenger numbers expected to increase from 18.8 million in 2012-13 to 37.0 million in 2033-34. International Terminal passenger numbers are forecast to increase from 4.5 million people in 2012-13 to more than 11.3 million passengers by 2033-34.

This growth is demonstrated through a 9 per cent increase in the number of domestic flights to Brisbane Airport over the last financial year. The number of international flights to Brisbane Airport grew by 1 per cent between 2010-11 and 2011-12.

Brisbane Airport is Australia’s largest capital city airport in area, with 2,700 hectares of land. Aside from the land set aside for the core airfield operations, there is an additional 1,000 hectares of land is suitable for business and industrial development, allowing continued growth and expansion of services and aviation related industries.

In May 2012 BAC launched the first ever Airport Property Development Master Plan. This plan sets out a 50 year vision for property development within the airport site as part of a highly connected, 24/7 aviation, trade and commerce hub. The plan presents a clear vision for the airport to become a major commercial centre for business and leisure that supports the economic and cultural growth of Brisbane and Queensland, and acknowledges the important role it plays in Brisbane’s transformation into a ‘New World City’.

2.3 Brisbane Airport – Supporting air freight cargo growth

Brisbane Airport is the primary aviation gateway for Queensland, northern Australia and northern New South Wales in delivering air freight. Brisbane Airport accounts for just under 15 per cent of Australia’s international air freight with the majority carried in the belly hold of passenger aircraft.

Brisbane Airport plays a critical role for mail freight, package delivery and sensitive exports, particularly fresh produce that require cold storage such as cut flowers and perishable goods. The airport’s ability to process freight 24/7 plays an essential role in facilitating timely delivery of these goods.

2.4 Brisbane Airport – Supporting business

Proximity to a major airport presents businesses with trading opportunities. The relative ease of travel into and out of Brisbane enables efficient business dealings with organisations based interstate and abroad. As the range of destinations serviced by direct flights out of Brisbane Airport continues to grow, this opportunity will increase. In turn, local businesses provide employment or other business opportunities for local residents.

This business opportunity benefit of a local airport is one that Brisbane City Council is seeking to exploit by positioning Brisbane as a resources sector hub, and in Brisbane Marketing’s ongoing efforts to promote Brisbane as Australia’s ‘New World City’. The benefits provided by a 24/7 local airport are a key advantage for Brisbane in the pursuit of these goals.

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Table 2: National direct economic contribution of Brisbane Airport (2012-13 dollars)

<table>
<thead>
<tr>
<th></th>
<th>2012-13</th>
<th>2023-24</th>
<th>2028-29</th>
<th>2033-34</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employees (FTEs)</td>
<td>20,592</td>
<td>39,595</td>
<td>45,989</td>
<td>51,592</td>
</tr>
<tr>
<td>Wages ($m)</td>
<td>1,721</td>
<td>3,309</td>
<td>3,843</td>
<td>4,312</td>
</tr>
<tr>
<td>Gross operating surplus ($m)</td>
<td>1,575</td>
<td>3,029</td>
<td>3,518</td>
<td>3,947</td>
</tr>
<tr>
<td>Gross value added ($m)</td>
<td>3,296</td>
<td>6,338</td>
<td>7,362</td>
<td>8,258</td>
</tr>
</tbody>
</table>


Table 3: National total economic contribution of Brisbane Airport (2012-13 dollars)

<table>
<thead>
<tr>
<th></th>
<th>2012-13</th>
<th>2023-24</th>
<th>2028-29</th>
<th>2033-34</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employees (FTEs)</td>
<td>35,371</td>
<td>68,012</td>
<td>78,995</td>
<td>88,620</td>
</tr>
<tr>
<td>Wages ($m)</td>
<td>2,895</td>
<td>5,567</td>
<td>6,486</td>
<td>7,254</td>
</tr>
<tr>
<td>Gross operating surplus ($m)</td>
<td>2,453</td>
<td>4,717</td>
<td>5,478</td>
<td>6,146</td>
</tr>
<tr>
<td>Gross value added ($m)</td>
<td>5,348</td>
<td>10,284</td>
<td>11,944</td>
<td>13,400</td>
</tr>
</tbody>
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7 Brisbane Airport Corporation
2.5 Brisbane Airport – Contributing to the economy and employment

More than 20,500 people were employed at Brisbane Airport in 2012-13 by a range of organisations including airlines, government agencies, retailers, commercial offices and Brisbane Airport Corporation (BAC) itself. BAC estimates that by 2033-34 this number will have grown to more than 51,500 individuals.8

These employment estimates were used to develop an estimate of the economic contribution of Brisbane Airport. Overall, in 2012-13 economic activity at Brisbane Airport generated total gross value added of just under $3.3 billion and this is forecast to increase to $8.25 billion by 2033-34 (in 2012-13 dollars).

In addition to its direct economic contribution, Brisbane Airport and the companies that operate in the precinct also spend money on a variety of intermediate inputs such as fuel, utilities, food, retail goods, cleaning equipment, rental vehicles and aircraft. The purchase of such intermediate inputs generates flow-on (or indirect) effects for other sectors of the economy, which are not captured in the direct economic contribution estimates. In total, it is estimated that these flow-on effects of Brisbane Airport totalled $2.05 billion in gross value added nationally in 2012-13. The indirect contribution of Brisbane Airport to the Australian economy is forecast to grow to $5.1 billion by 2033-34.9

Brisbane Airport was also estimated to have indirectly contributed to the employment of about 9,600 people in the rest of Queensland on a full time equivalent (FTE) basis in 2010-11, with a further 2,100 jobs generated in the rest of Australia.

When Australia-wide results are considered, the total economic contribution of Brisbane Airport is almost $5.35 billion in gross value added for 2012-13. This is forecast to increase to $13.4 billion by 2033-34. Activity at Brisbane Airport is currently estimated to support the employment of 35,371 full-time equivalent employees in Australia. By 2033-34 this is forecast to increase to 88,620.

8 Deloitte Access Economics, using BAC data
9 Source: The Economic Impact of Brisbane Airport, Deloitte Access Economics, September 2013.

2.6 Brisbane Airport – Contributing to the visitor economy

Brisbane Airport is Queensland’s primary international gateway and its importance to the tourism industry is not restricted to Brisbane. Around 53 per cent of international visitors to Queensland’s regions arrive through Brisbane Airport. This share is substantially higher for those regions adjacent to Brisbane including the Gold Coast and the Sunshine Coast which receive 35 per cent and 49 per cent of their visitors respectively through Brisbane Airport.

Tourism Queensland’s most recent figures show that the tourism industry is accounting for 7.8 per cent of Queensland gross state product (GSP) and 5.9 per cent of total employment as at June 2013. This makes tourism much more important to the state compared with the Australian average, with tourism accounting for only 2.6 per cent of gross value add and 4.5 per cent of employment nationally.

According to recent figures, domestic overnight visitors to Queensland spent $13.7 billion, domestic day visitors spent $4.3 billion and international visitors spent $3.9 billion for the year ending June 2013. This totals $21.96 billion or nearly $60 million per day. These figures can be used to estimate that a domestic overnight visitor to Queensland spends an average of $741 per visit and an international visitor spends $1,915 per visit.

Recent 2012-13 Quality of Service Monitor results from surveys conducted by an independent research company Enhance Research, on behalf of BAC, indicate that 54 out of every 100 international passenger movements are tourists; and 53 out of every 100 domestic passenger movements at Brisbane Airport are tourists.

10 Tourism Facts and Figures, Tourism Queensland, June 2013
11 Australian Bureau of Statistics, 2011
12 Tourism Facts and Figures, Tourism Queensland, June 2013
Based on these figures, an A330 aircraft carrying 283 international travellers would equate to about 153 tourists, each spending an estimated $1,915. Similarly, a 737-800 plane carrying up to 172 domestic passengers would mean 91 visitors, each spending an estimated $741. Given these amounts, an international flight into Queensland would be worth an estimated $293,000 in tourist dollars to the state economy and a domestic flight would provide a $67,400 contribution. Considering the number of domestic and international flights each year, this is a very significant contribution to Queensland’s overall economy.
Economic impact of a curfew

A curfew imposed at Brisbane Airport would stifle economic growth and investment, impacting international and domestic flights, tourism, jobs, businesses, air freight and even the community. It would significantly limit the state’s competitive advantage and economic performance.

Consultations with airlines currently operating at night revealed the following impacts would occur if a curfew were imposed:

» As an ‘end of the line’ airport for international flights, Brisbane has little flexibility in international flight times, meaning that a relatively high share of current night flights are likely to be cancelled.

» Key markets from Brisbane Airport are likely to be unduly affected by a curfew, including FIFO mining activity and business travellers to Sydney, Melbourne and Canberra for the opening of business - particularly during daylight saving.

» Brisbane Airport has positioned itself as a 24/7 airport, with its curfew-free status a source of competitive advantage. A curfew would reduce competitive advantage with potential implications for a range of activity including flights and the location and operation of key aircraft maintenance bases in Brisbane.

» Reduced network operational flexibility.

Based on current aircraft movement data, a curfew would impact 19 per cent of international and 3 per cent of domestic passenger movements through Brisbane Airport. If a curfew was introduced from 2013-14, it would impact 2.15 million international and 1 million domestic passengers each year by 2033-34.

The resulting cost of a curfew to the regional and national economies is forecast to increase over time. In 2033-34, the cost in foregone value added would total $1.7 billion for south-east Queensland and $1.95 billion for Australia. The associated loss of employment would follow a similar trend and is estimated at 6,800 FTE jobs in 2033-34.

The cumulative cost of a curfew to the Australian economy is estimated at $13.6 billion (in net present value terms) over the period from 2013-14 to 2033-34 if all affected activity was lost.

3.1 Curfew impact on international flights and tourism

Estimates suggest a total of 216,000 international passenger movements would be lost each year out of Brisbane Airport if a curfew were imposed. Of these, 111,000 would be international visitors to Australia, with flow on impacts to the Australian economy through lost tourism activity. Given the average spend of each international visitor is approximately $1,915; this is a significant cost of the broader economy.

Brisbane Airport enjoys a strategic location within seven to nine hours flying time of major Asian destinations. The absence of a curfew at Brisbane Airport increases its attractiveness to international airlines seeking to fly into Australia. These airlines prefer flexible destinations that allow them to optimise scheduling windows and avoid their aircraft spending extended periods on the ground. In the event of a curfew being imposed on Brisbane Airport, the productivity of aircraft flying to Brisbane would be compromised, thereby driving airlines to reduce capacity or withdraw entirely.

On average three international flights arrive at Brisbane Airport most week nights between 11pm and 6am, mainly from Dubai, Denpasar and Dallas Fort Worth; and around four international flights depart for destinations such as Singapore, Dubai, Hong Kong and Malaysia. The timing of these flights is based on international scheduling largely dictated by arrival and departure times in different time zones at those major international hub airports.

The international services to and from Brisbane Airport currently operating between 11pm and 6am represent over 13,000 seats per week. For a number of key hub destinations, narrow windows exist that are compatible with onward international scheduling. This is particularly the case for Middle Eastern destinations, as evidenced by significant capacity between Brisbane and Dubai (via Singapore) overnight. This route is highly vulnerable if a curfew were introduced at Brisbane Airport, with a potential loss of 2,500 seats each way, each week, year-round.

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13 The Economic Impact of Brisbane Airport, Deloitte Access Economics, September 2013
14 Estimates developed by BAC based on consultations with affected airlines, and independently reviewed and endorsed by Airports Coordination Australia and Tourism Futures International
Economic impact of a curfew

Flights which both arrive and leave during the curfew period, such as the current operations to Hong Kong, are vulnerable due to the large potential impact of a curfew on aircraft utilisation. Landing before and not being able to depart until after curfew would mean these large aircraft are unused for seven or more hours each night. A curfew makes this flight and night-flights to Taipei and Singapore vulnerable, with the potential loss of up to 1,260 inbound and 4,140 outbound seats weekly.

Imposing a curfew on flights to Taipei and Hong Kong - key sources for bringing international visitors from the rapidly growing Chinese market into the state and country - may constrain development of the Chinese tourism market.

Many of these destinations can cater for alternative flying times to Brisbane. However, these alternatives are not as effective in meeting the needs of Asian travellers, many of whom prefer to travel overnight.

Travellers to Kuala Lumpur and Manila have only one direct flight between Brisbane and Malaysia. A curfew would expose the tourism industry to a higher degree of vulnerability on these routes, as the loss of direct routes will have a higher impact than loss of routes where a direct alternative at a less convenient time remains.

Flights operating to less constrained airports such as Nadi (Fiji) are more likely to be rescheduled than cancelled. However, these operations are more commonly associated with Australians departing than international visitors arriving, meaning that the impact upon the tourism industry domestically from changes to these services is not as significant.

3.2 Curfew impact on domestic flights, particularly during daylight saving

The imposition of a curfew on Brisbane would lead to rescheduling of flights into peak periods either side of the curfew. Given the greater likelihood of domestic flights shifting into the shoulder period under a curfew, it is likely that the impact will be more strongly felt for domestic travellers. This would lead to flights being rescheduled for sub-optimal travelling times such as mid-morning.

Particularly during daylight saving, a significant number of domestic flights between 5am and 6am cater for business travellers to morning meetings in Sydney, Melbourne and Canberra. Passengers on these flights have little choice in time of travel, and not being able to reach Sydney, Melbourne or Canberra for the start of the business day either restricts their productivity for the day or results in substantial time impacts and actual costs for travellers who may need to leave a day early and stay overnight.

While the majority of these affected business travellers would still travel on the earliest available flight if a curfew was imposed, rescheduling these flights would be difficult - especially to Sydney and Melbourne. If these flights were pushed back by one hour to depart after curfew, they would arrive at their destination around 8:30am, which is the busiest time of day at these airports.

There are virtually no available slots in Sydney or Melbourne for arrivals at this time, making rescheduling difficult. Cancelling these flights would result in the loss of 1,973 outbound
seats per week during non-daylight saving periods, rising to 8,200 seats during daylight saving in the southern states.

Most other domestic flights operating before 6am out of Brisbane service regional destinations. These flights predominantly transport FIFO workers to mine sites. Workplace arrangements and shift rosters limit the flexibility of travel times for FIFO workers. Requiring staff to be transported the day before their shift commences would impose substantial costs on airlines and mining firms needing to accommodate staff in remote destinations.

Estimates from BAC, based on consultations with relevant airlines, suggest a total of around 112,000 domestic passenger movements would be lost each year out of Brisbane Airport if a curfew were imposed. Of these, 46 per cent are business travellers and 44 per cent are domestic holidaymakers.

3.4 Operational impacts of a curfew

If a curfew was implemented, it is likely that any re-scheduled flights would be moved into periods when the airport is already running at or near capacity. Scope for additional flights during the early morning and late afternoon is limited by the already constrained runway system and the imposition of a curfew is likely to create more difficulties than simply re-scheduling flights to other times of the day.

Further, re-scheduling flights can lead to congestion and delays for arriving international passengers at immigration, baggage collection and border protection.

Placing a curfew on Brisbane Airport would also create a risk in aircraft scheduling for arrival or departure close to the curfew period. For example, if a number of flights are affected by storms at Sydney Airport, airlines are forced to cancel delayed flights in order to avoid flying after the 11pm curfew and risking a $550,000 fine.

Several airlines have confirmed they would build buffers before the commencement of a curfew to allow for delays or operational issues and to avoid cancellation of flights. Effectively this will mean that airlines are unlikely to schedule flights after 10.30pm. This would reduce the ability of airlines to maximise fleet utilisation, which is likely to impact low cost airlines in particular, as their business models are based on optimising fleet productivity.

A curfew would also affect maintenance schedules, particularly if aircraft affected by traffic or weather delays at other airports were then unable to land after 11pm in Brisbane.

3.6 Curfew impact on air freight cargo

The airport’s 24-hour status enables Brisbane to act as a gateway for the transport of fresh produce to overseas destinations, particularly Asia, as well as domestic freight travelling north, south and west. This significantly benefits local Queensland producers and farmers, allowing them to transport perishable freight overnight, avoiding potential air traffic delays and maintaining flexibility in reaching international destinations at suitable times.

Queensland Transport and Logistics Council indicates that air transport is a major component of the express freight and courier markets. Domestic air freight services utilise freighter aircraft that mostly operate between 11pm and 6am and cargo capacity on most passenger aircraft. Air transit offers fast transit times and reliable delivery, making it particularly suited to urgent shipments such as medical equipment, newspapers and vital spare parts. It also offers advantages for transporting commodities such as cut flowers, livestock, foodstuffs and pharmaceuticals.

A curfew could have a significantly negative effect on air freight companies such as Australian Air Express and Toll Priority that have dedicated freighter services; as well as Queensland farmers and producers dependent on overnight deliveries.

In 2012, Brisbane Airport handled over 107,000 tonnes of international freight and mail corresponding to 11.8% of the total international freight in Australia for that year (BITRE 2013). Furthermore, the international freight flowing through Brisbane has grown at an average annual rate of 5.0% per annum over the decade to 2012, steadily outpacing the national growth rate in international freight (4.0%) (BITRE 2013). The total value of international air freight into Brisbane is estimated at slightly over $3.3 billion with the value of air freight out of Brisbane slightly over $1.4 billion.

15 South East Queensland Regional Plan 2009 - 2031

16 The Economic Impact of Brisbane Airport, Deloitte Access Economics, September 2013.
Recent research indicates local residents generally do not support a curfew being introduced at Brisbane Airport, with most acknowledging the economic implications of such a move. In addition, noise complaints decreased during the 2013 financial year, with peaks occurring between 6pm – 9pm and 6am – 8am. A curfew at Brisbane Airport would increase the number of aircraft movements at these peak times when the impact of aircraft noise is greatest.

4.1 Community attitudes towards a curfew

BAC commissioned independent research company TNS to better understand the community’s perceptions about Brisbane Airport’s 24/7 operations. In April and May 2012 an online survey was conducted amongst almost 1,400 local residents.

Generally, respondents considered a curfew to be a detriment to Brisbane Airport with most tending to agree a curfew would:

» Make Brisbane Airport busier in peak time (74 per cent)
» Create problems for international travellers (69 per cent)
» Impact on freight and other business-related traffic (64 per cent)
» Impact on the Queensland tourism industry (61 per cent).

A substantial majority (71 per cent) of respondents did not support the introduction of a curfew to Brisbane Airport. Remarkably, 24 per cent of respondents assumed a curfew already applies to Brisbane Airport and nearly half were uncertain whether the airport has a curfew.

4.2 Curfew impact on the community

Airservices Australia recorded 5,024 aircraft noise complaints from 469 people in the twelve months to June 2013. Of this total, 3,090 complaints were made by just three people. During the same period, 220,066 aircraft flew in and out of Brisbane Airport carrying more than 21.6 million passengers.

The number of monthly complaints decreased over the course of the year. In July 2012, 917 complaints were received from 64 people. In June 2013, this number decreased to 99 complaints from 27 people.

Figure 2 shows the number of complaints made about aircraft noise at Brisbane Airport by the time of day the complaint was made. There is a notable peak in complaints between 6pm and 9pm, with a smaller peak observed between 6am and 8am. The complaints data indicates that these peaks occur when aircraft noise is creating the highest level of disruption. Imposing a curfew at Brisbane Airport would only increase the number of aircraft movements at these times when the airport is operating at or near capacity and the impact of aircraft noise is greatest.
Figure 1:
Community attitudes towards a curfew

<table>
<thead>
<tr>
<th>Statement</th>
<th>Don’t know</th>
<th>Disagree (0-4)</th>
<th>Neutral (5)</th>
<th>Tend to agree (6-10)</th>
<th>Score</th>
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<tbody>
<tr>
<td>Would make Brisbane Airport busier in peak times</td>
<td>9</td>
<td>8</td>
<td>10</td>
<td></td>
<td>7.8</td>
</tr>
<tr>
<td>May create problems for international travellers</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td></td>
<td>7.6</td>
</tr>
<tr>
<td>Would be beneficial for those currently affected by air traffic noise</td>
<td>12</td>
<td>10</td>
<td>10</td>
<td></td>
<td>7.4</td>
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<tr>
<td>Will impact on freight and other business related traffic</td>
<td>14</td>
<td>9</td>
<td>13</td>
<td></td>
<td>7.3</td>
</tr>
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<td>Would have an impact on the Queensland tourism industry</td>
<td>12</td>
<td>14</td>
<td>13</td>
<td></td>
<td>7.0</td>
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<tr>
<td>Would greatly inconvenience passengers</td>
<td>11</td>
<td>17</td>
<td>14</td>
<td></td>
<td>6.9</td>
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<tr>
<td>May mean a loss of jobs</td>
<td>16</td>
<td>14</td>
<td>14</td>
<td></td>
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Source: TNS, April-May 2012

Figure 2:
Noise complaints by clock hour, Brisbane Airport

Source: Airservices Australia
Brisbane Airport was planned as a 24/7 airport, with an extensive buffer zone and design for a New Parallel Runway system that would maximise the number of flights over Moreton Bay, thereby minimising potential impacts on communities.

Managing aircraft noise at Brisbane Airport is a responsibility shared by BAC, airlines and a number of government agencies including Airservices Australia, the Civil Aviation Safety Authority and the Aircraft Noise Ombudsman. Together these organisations actively research, plan and implement noise abatement measures to balance the needs for safe operation of a growing airport and protecting residents from the worst impacts of aircraft noise. These efforts are supported by city and state authorities through their application of appropriate land-use zoning in neighbouring communities.

5.1 Buffer zone

Brisbane Airport has the largest noise buffer zones from surrounding communities of any capital city airport in Australia. On the extended centreline from the end of the main runway, the nearest residence is around 6.7km away. Using the same straight line approach, the distance from the end of the new parallel runway to the nearest residence is around 6km, compared to only 600 metres in Sydney, Cairns, Adelaide and Gold Coast airports.

In area, Brisbane Airport is Australia’s largest capital city airport, with 2,700 hectares of land - effectively three times the size of Sydney Airport. Additionally, Brisbane Airport has the advantage of being located next to Moreton Bay and beside a series of appropriate land use buffers including extensive green space, waterways and industrial areas that provide additional effective barriers to residential areas.

BAC has set aside biodiversity corridors of over 285 hectares that will be retained in their natural state and contribute to the lateral buffer that exists between the airport and surrounding communities. The presence of these natural and industrial boundaries means residential areas are not impacted by intrusive aircraft noise to the same degree as at other Australian airports. The extensive buffer areas reinforce the case for maintaining Brisbane Airport’s 24/7 operations.
Figure 4:
Brisbane Airport biodiversity zones

For more information visit www.bne.com.au or call 1800 737 075
Email: info@bacmajorprojects.com.au

Important Notice:
This information has been prepared by, or on behalf of, Brisbane Airport Corporation Pty Limited about the new parallel runway at Brisbane Airport. While care has been taken to ensure the information is accurate and up to date, it is provided for information purposes only.
5.2 Connecting with our community

BAC has a legislative and social responsibility to inform, engage and listen to the community about airport activities, goals and future developments. Communicating with the community about aircraft noise impacts and management is an important part of this process. Several forums and communication channels are available to inform the community and address their concerns.

**Brisbane Airport Community Aviation Consultation Group (BACACG)**

BACACG is independently chaired by Major General (Ret’d) Peter Arnison and facilitates informed and responsive engagement between the airport, stakeholders and local communities. This forum focuses on airport operations and in particular, aircraft noise.

**Brisbane Airport and Area Round Table**

This quarterly round table is an integrated forum of Commonwealth, State and Local Government planning authorities. It provides updates on planning issues including aircraft noise, airspace management and surface transport.

**Brisbane Airport Technical Noise Working Group (TNWG)**

TNWG provides technical, operational and other advice to assist BACACG in communicating accurate and relevant technical information, and to help consider ways to improve long-term noise mitigation measures.

**Brisbane Airport Discovery Centre**

The centre provides interesting information about airport operations, interactive maps and a unique software program for residents wanting to see anticipated future flight paths and expected changes to aircraft noise patterns over Brisbane. All of the information and tools from the centre are also available online at: http://bne.com.au/experience-centre

**Airservices Australia**

Airservices Australia manages complaints and enquiries about aircraft noise and operations through their dedicated Noise Complaints and Information Service.

Airservices’ WebTrak online portal allows users to view where and how high aircraft fly over major Australian cities. WebTrak allows users to locate their street address on the map and see noise levels of individual aircraft.

Users can also access Airservices’ Noise and Flight Path Monitoring System on WebTrak. This system gathers and reports on aircraft noise and flight date 24 hours a day, seven days a week.

**Aircraft Noise Ombudsman**

The Aircraft Noise Ombudsman independently reviews Airservices Australia and how it manages activities relating to aircraft noise including the management of complaints and enquiries, community consultation processes and aircraft noise information.

**BAC REIQ partnership**

BAC and the Real Estate Institute of Queensland (REIQ) implemented a ground breaking partnership in November 2012 providing property buyers and agents with online information about current and future flight paths over Brisbane. This initiative is a first in Australia and ensures residents can understand aircraft noise as it relates to their property investments.
5.3 Managing night-time flights to reduce noise

Managing aircraft noise impacts to acceptable levels is a responsibility shared by airlines, Airservices Australia, the Civil Aviation Safety Authority, BAC and land use planning authorities. A number of night-time noise abatement procedures are currently in place at Brisbane Airport.

> From 10pm through to 6am, Brisbane Airport is actively managed for reciprocal operations, which require aircraft to arrive and depart over Moreton Bay, weather permitting (the majority of aircraft arrive and depart over Moreton Bay when there is no rain and winds are below 10 knots);

> After take-off over Moreton Bay, aircraft must reach a height of at least 5,000 feet before they are clear to make a turn that would take them over land.

> In the event that weather conditions preclude take-off over Moreton Bay, aircraft are required to proceed to the furthest end of the runway, thus allowing the plane to take off from the runway earlier, gaining maximum altitude before flying over residential areas.

> The hours of training flight operations are restricted to reduce noise impacts.

These Noise Abatement Procedures (NAPs) are designed to minimise the impact of aircraft operations at noise-sensitive times.

5.4 New Parallel Runway operations to reduce night-time noise

Brisbane Airport’s New Parallel Runway will significantly reduce the frequency of aircraft overflying residential areas while providing additional capacity for Queensland. Planning for the New Parallel Runway commenced more than 40 years ago, with the Australian Government providing approval in 2007 for BAC to construct the runway. The new runway will be 2,000 metres west of the current main runway and closer to the bay. The runway is scheduled to be operational by around 2020.
Setting a national benchmark for noise mitigation

BAC noise modelling shows there will be a notable reduction in the frequency of jet aircraft noise over residential areas at night because of the availability of the two runways.

As Figure 6 illustrates, the New Parallel Runway will allow for the introduction of Simultaneous Opposite Direction Parallel Runway Operations (SODPROPs), which enables more flights to arrive and depart over Moreton Bay when weather conditions are suitable. BAC’s strategy to introduce SODPROPs as the preferred mode of operation at Brisbane means one runway will be used for landing aircraft over Moreton Bay, while the other main runway will be used simultaneously for aircraft taking off over Moreton Bay, BAC believes that parallel runway operations provide for greater capacity for over-the-bay flights in the evening, night and early mornings when weather conditions are favourable and movement demand is within the SODPROPs mode capacity.

The New Parallel Runway will also allow for Dependent Opposite Direction Parallel Runway Operations (DODPROPS) which allows for an aircraft to land over the bay onto the new parallel runway, with another aircraft sequenced to take-off over the bay on the existing main runway as soon as the landing aircraft has completed its approach. This mode can be used even under less favourable wind conditions.

Both modes offer the greatest opportunity for noise abatement as they maximise the use of Moreton Bay for over-water take-off and landing.

5.5 Flight procedures to reduce noise

In a further effort to reduce noise, BAC is working with industry partners to implement the use of flight procedures that minimise noise over residential areas.

Traditionally aircraft approach an airport by descending in progressive steps, varying power settings. Alternatively, using Continuous Descent Approach (CDA), aircraft can:

» Fly from a cruise altitude to the runway in the one smooth descent with engines at minimum power settings to reduce noise;

» Release aircraft flaps and deploy landing gear closer to the runway, further reducing noise for surrounding communities; and

» Cut fuel consumption, greenhouse gas emissions and noise.

Research shows that CDA can cut noise during landing by about 4-6dB. Although most arrivals into Brisbane use a CDA, it is limited during busier, congested times and can depend on weather conditions.

Future aircraft noise impacts on residential areas will also be reduced through the use of Smart Tracking, also known as Required Navigational Procedures (RNP). This technology uses the aircraft’s on-board flight management and computer systems that are linked to satellite navigation to approach and depart an airport along a programmed, specific flight path. This offers greater precision, decreases the width of the flight path and reduces the extent to which residential communities are exposed to noise.
Tests of Smart Tracking show safety, efficiency and environmental benefits - including reduced noise. Airservices has been conducting trials of Smart Tracking at airports around Australia since 2007. Brisbane Airport was identified as the first major airport for permanent implementation of Smart Tracking, with procedures becoming available from March 2012. Around half of the jet aircraft landing at Brisbane Airport, including most Qantas and Jetstar flights, were involved in the trial. Over the next decade other airlines will progressively fit out their aircraft and train their crews to use Smart Tracking.

Smart Tracking may in future provide for further refinement of aircraft noise footprints by positioning precise flight paths over green space and other non-sensitive zones to reduce noise impacts for residents.

5.6 Phasing out noisier aircraft to reduce noise

Technological developments over the past 30 years have reduced aircraft noise by around 20dB and noise annoyance by 75 per cent, lessening impacts on residents living close to airports. New generation aircraft will be significantly quieter than their predecessors. Aircraft will continue to improve over time, with manufacturers seeking to minimise noise with each new generation of aircraft.

The latest generation of Boeing and Airbus aircraft are powered by turbofan engines, which have large diameter fans in the engine intake resulting in reduced sound levels. The A380 produces 50 per cent less noise during take-off than its nearest competitor as well as three-to-four times less noise during landing. The Boeing 787 Dreamliner’s noise footprint is 60 per cent smaller than other similar-sized aircraft. It also requires 20 per cent less fuel and produces significantly less greenhouse gases and emissions, when compared with the older Boeing 767.

Qantas will replace its Boeing 767 fleet with the Boeing 787 Dreamliner. The remaining older-generation passenger aircraft fleet operating at Brisbane Airport is expected to continue to be phased out over time.

Noise impacts on communities surrounding the airport will reduce as airlines continue to replace their fleets with new generation aircraft.

17 SBAC Aviation and Environment Briefing Papers
18 www.boeing.com
Appendices

Appendix A:
Night time international flight activity at Brisbane Airport

International flights between 11pm and 6am, October 2013 (Daylight savings in the rest of Australia, but not Queensland)

### International arrivals

<table>
<thead>
<tr>
<th>Airline</th>
<th>Frequency</th>
<th>Destination</th>
<th>Departure time</th>
<th>Aircraft</th>
<th>Aircraft seats</th>
<th>Total weekly seats</th>
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### International departures

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<th>Aircraft</th>
<th>Aircraft seats</th>
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### Appendix B:
Night time domestic flight activity at Brisbane Airport

Domestic flights between 11pm and 6am, October 2013 (Daylight savings in the rest of Australia, but not Queensland)

#### Domestic arrivals

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#### Domestic departures

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## Appendices

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Attachments

Attachment:
Above and Beyond – Working together to manage aircraft noise at Brisbane Airport