



Noise Action Plan for Brisbane

Departures over land to the south and east

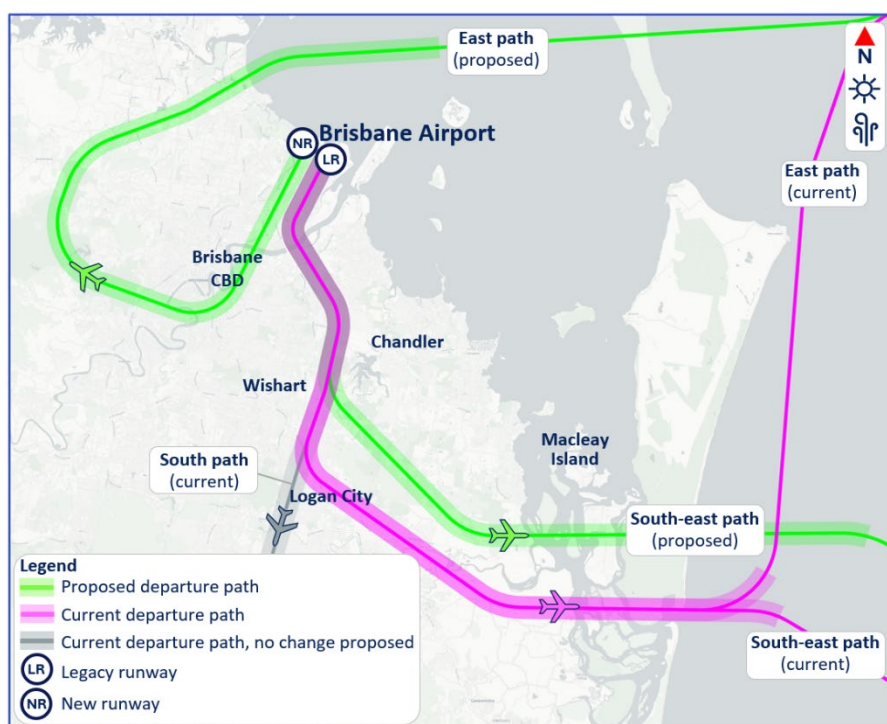
Package 3, preferred option 2.1

This preferred option proposes changes to the departure path for jets taking off from the legacy runway over land to the south-east and east when the wind is blowing from the south (see **Figure 1**, below). The proposed change shifts traffic away from the busy flight path to the south and supports changes that will enable transition into Simultaneous Opposite Direct Parallel Runway Operations (SODPROPS).

All options for Package 3 of the Noise Action Plan for Brisbane, which aims to reduce the concentration of flights over the most affected communities, are outlined in the [Phase 6 Overview](#).

This preferred option aims to:

- reduce the concentration of flights over communities to the south by separating the departure path to the south-east earlier and moving eastern departures to the new runway
- streamline transition into and out of SODPROPS, where both arrivals and departures take place over water, enabling greater use of this mode.



Naming of departure paths

In aviation, departure paths are referred to by waypoint names.

A waypoint is a geographical location used to define a point on a flight path. They typically take the form of a five-letter capitalised word.

In this information sheet, the flight paths are referred to by the direction planes are flying in. Some community members may be more familiar with their waypoint names.

East path = GUMKI

South-east path = SCOTT

South path = SANEG

Figure 1: Current (pink) south, south-east and east departure paths and proposed (green) east and south-east departure paths, with 1km buffers either side. No change proposed for grey section of south path.

Preferred option

This preferred option has two key change proposals:

1. Separating the departure paths to the south and south-east earlier
2. Moving eastern departures from the legacy runway across to the new runway during the day.

These change proposals are explained below.

Separate south-east and south departure paths earlier

We engaged on an initial concept in August 2024 to spread out the three departure paths over land from the legacy runway to reduce the concentration of flights over the same communities after take-off.

What the community told us

- The initial concept did not spread the departure paths far enough to make a noticeable difference to noise.
- Shifting the busy south departure path further west would bring flights closer to the legacy runway arrivals and the communities affected by these operations.



The preferred option proposes:

- keeping the departure path to the south on its current alignment
- moving the south-east departure path to split eastward as early as is safely possible (see **Figure 2**, above right)
- the south-east departures would use the new path day and night.

Figure 2: Current (pink) south and south-east departure paths and proposed (green) south-east departure path, with 1km buffers either side. No change proposed for grey section of south path.

Move eastern departures from the legacy runway to the new runway during the day

This change proposal also builds on the initial concept proposed in August 2024 as discussed above.

The preferred option proposes:

- to move eastbound flights departing in the daytime from the legacy runway to the new runway using a departure path that is already in place (see **Figure 1**, front page)
- it would also allow all eastbound departures to climb continuously after take-off without the current need to level off at lower altitudes to remain under the legacy runway arrival paths from the south, which approach over water
- this would also simplify transition into SODPROPS, where both arrivals and departures operate over water when weather and traffic conditions allow, by reducing both the number and complexity of flight paths that Air Traffic Control must manage when transitioning into and out of this mode.

The number of eastbound departures is low but moving them to the new runway would reduce the number of planes departing the legacy runway, which currently handles significantly more daytime flights and all overland flights at night. However, it would mean eastbound planes would fly over a higher population during the day, along the same path already taken by departures to the north.

Planes travelling to the east would take off from the legacy runway at night due to noise abatement procedures that do not allow the use of the new runway for overland operations at night.

Comparison of key metrics

Please refer to the [Phase 6 Overview](#) for general information on these key metrics.

How often are the flight paths used?

Current flight path	Average number of flights each day	Highest number of flights each day
South-east path	8	17
East path (daytime)	5	21
South path <i>There is no proposal to change this flight path</i>	83	156

Table 1: Average daily and peak daily flight numbers for south-east departure path (figures for south path provided for comparison)

Number of people overflown

Please note that while the proposal to move the east departure path results in an overall increase in population overflown, it removes these operations from the 28,200 people who are currently overflown by up to 118 daily departures from the legacy runway.

Departure flight path	Population overflown (current flight path)	Population overflown (preferred option)	Difference
South-east path	62,400	17,800	↓ 44,600
East path	62,500	120,500	↑ 58,000

Table 2: Comparison of population overflown within 1km buffer either side of the current and proposed departure paths

Noise impacts: population numbers

Flight path		Population counts in +60dB noise contours	Difference: proposed vs current	Population counts in +70dB noise contours	Difference: proposed vs current
South-east path	Current	41,100	↓ 700	7500	—
	Proposed	40,400		7500	
East path	Current	41,100	↑ 126,000	7500	↑ 9300
	Proposed	167,100		15,800	

Table 3: Comparison of population numbers in areas +60dB and +70dB

Aircraft altitudes

Altitudes of departures on the alternative east path would be consistent with the north departure path, including any changes progressed from this engagement. Please refer to altitudes for the north path on the information sheet for [Departures over land to the north and west from the new runway](#) (preferred option 1.1).

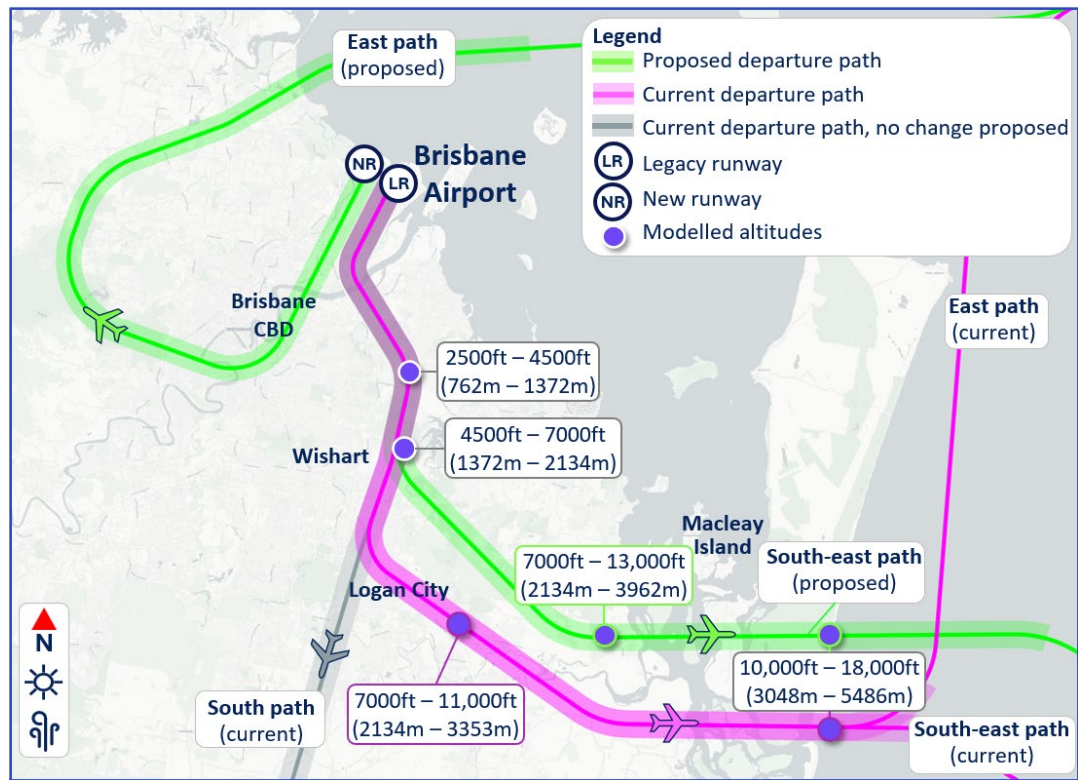


Figure 3: Current (pink) south and south-east departure paths and proposed (green) south-east departure path, with 1km buffers either side

Length of the departure paths

Shorter flight paths can generally be expected to reduce fuel consumption and CO₂ emissions. Additional information about aircraft emissions can be found in the *Environmental Impact Assessment: Departures over land*.

Departure flight path	Flight path length (NM) (current flight paths)	Flight path length (NM) (preferred option)	Difference
South-east path	55	55	–
East path	79	72	↓ 7

Table 4: Lengths of current and proposed departure paths

More information

- [Brisbane Baseline Model](#) – use interactive maps to look up addresses, zoom in, compare current and proposed flight paths including modelled noise contours, and watch videos of all the options in this round of engagement
- Information sheet for initial concept of [Departure paths over land to the south-east](#) from previous engagement
- Preferred Option Environmental Impact Assessment: Departures over land* – note, this a detailed technical document
- [Phase 6 Overview](#) – a summary of all options in this round of engagement and methodology for producing key metrics

Next steps

Airservices Australia is seeking community feedback on the preferred option for *Departures over land to the south and east* (preferred option 2.1). Your input will help determine how this change proposal should move forward to final design and implementation.

Key questions for community feedback

Please give us your feedback using the [online survey](#). If you prefer to provide feedback via email or mail, we encourage you to structure your responses using these key questions:

1. On a scale of 1 (very poorly) to 5 (very well), how well do you think these change proposals meet the aims of this preferred option as outlined on page 1 of this information sheet?
- Separate south-east and south departure paths earlier

1

2

3

4

5

• Move eastern departures from the legacy runway to the new runway

1

2

3

4

5
2. Please explain your rating – what main benefits and/or drawbacks of this change proposal that influenced your score?
3. Do you have any other feedback on this preferred option?

Feedback closes Sunday 17 August 2025

Contact us:

-  engage.airservicesaustralia.com/nap4b
-  communityengagement@airservicesaustralia.com
-  Locked Bag 747, Eagle Farm QLD 4009

