

**Question on notice no. 236**

**Portfolio question number: SQ22-000832**

**2022-23 Budget estimates October and November**

**Rural and Regional Affairs and Transport Committee, Infrastructure,  
Transport, Regional Development, Communications and the Arts Portfolio**

**Senator Larissa Waters:** asked the Airservices Australia on 7 December 2022—

The "Key Messages" document discussed with Senator Allman-Payne at estimates on 28 November 2022 notes Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) can reduce noise by increasing "over the bay" operations at night. What work is being done to achieve that at Brisbane airport?

The draft PIR report does not include any quantification of the anticipated positive benefits of proposed measures. Please outline the anticipated measure of associated net noise level reduction and/or net flight number reduction for each proposed measures (using absolute numbers of flights, rather than percentages)

The Key Messages document says that "movements along the east coast of Australia are set to double over the next 20-30 years." What information is that projection based on? Does it account for any reduction in flights as fuel costs rise, or the future availability of high-speed rail?

**Answer —**

Please find answer attached.

## Rural and Regional Affairs and Transport

### QUESTION ON NOTICE

#### Budget Estimates 2022 - 2023

#### Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 236

Departmental Question Number: SQ22-000832

Division/Agency Name: Agency - Airservices Australia

Hansard Reference: Written (7 December 2022)

Topic: Key messages document

#### Senator Larissa Waters asked:

The “Key Messages” document discussed with Senator Allman-Payne at estimates on 28 November 2022 notes Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) can reduce noise by increasing “over the bay” operations at night. What work is being done to achieve that at Brisbane airport?

The draft PIR report does not include any quantification of the anticipated positive benefits of proposed measures. Please outline the anticipated measure of associated net noise level reduction and/or net flight number reduction for each proposed measures (using absolute numbers of flights, rather than percentages)

The Key Messages document says that “movements along the east coast of Australia are set to double over the next 20-30 years.” What information is that projection based on? Does it account for any reduction in flights as fuel costs rise, or the future availability of high-speed rail?

#### Answer:

Airservices, as part of the Brisbane Airport New Parallel Runway Post Implementation Review (PIR), has identified several opportunities related to Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS). These include developing an Air Traffic Control (ATC) Operating Plan to examine options to extend the use of SODPROPS and implement associated design enhancements. This will also include examining opportunities to improve over-the-water departure paths that fly over communities after they cross the coastline to increase height, maintain over water for longer or travel further east.

Airservices is currently trialling the extension of SODPROPS operations from 6am to 8am on Saturday and Sunday mornings, and on Saturday evenings from 8pm to 10pm, when weather conditions allow. Please refer to Committee Number 240 (SQ22-000836) from the 2022-23 Budget Estimates hearings for data on the increased use of SODPROPS and aircraft directed over the water.

To reduce the limitations on SODPROPS due to weather conditions, Airservices has applied to the Civil Aviation Safety Authority (CASA) for an exemption to the *Manual of Standards Part 172 – Air Traffic Services*, to increase the tailwind nomination criteria for SODPROPS at Brisbane Airport from 5 knots to 7 knots.

Airservices is not able to provide the anticipated measure of associated net noise level reduction or net flight number reduction for each proposed measure as no changes have been proposed in tracks, nor have the noise and change in aircraft numbers been predicted based on seasonal weather conditions.

The aircraft movements forecast for the next 20-30 years is outlined in the Executive Summary of Brisbane Airport's 2020 Masterplan, which can be accessed at: [https://www.bne.com.au/sites/default/files/docs/Brisbane-Airport-2020-Master-Plan\\_0.pdf](https://www.bne.com.au/sites/default/files/docs/Brisbane-Airport-2020-Master-Plan_0.pdf).