Question on notice no. 56

Portfolio question number: SQ23-004807

2023-24 Supplementary Budget estimates

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

Senator Bridget McKenzie: asked the Airservices Australia on 23 October 2023—

Senator McKENZIE: Has Airservices Australia recommended pilots use the full length of the runway at Brisbane?
Mr Curran: That's correct. That is the trial that we have in place for runway 19R.
Senator McKENZIE: Does the use of the full runway for take-off impact on the amount of thrust needed to achieve height markers in the flight paths?
Mr Curran: I'd have to provide that answer on notice. There are some quite significant technical complexities with that.
Answer —
Please find answer attached

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2023 - 2024

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 56

Departmental Question Number: SQ23-004807

Division/Agency Name: Agency - Airservices Australia

Hansard Reference: Spoken, Page No. 131 (23 October 2023)

Topic: AIRSERVICES - Use of full runway at Brisbane Airport

Senator Bridget McKenzie asked:

Senator McKENZIE: Has Airservices Australia recommended pilots use the full length of the runway at Brisbane?
Mr Curran: That's correct. That is the trial that we have in place for runway 19R.
Senator McKENZIE: Does the use of the full runway for take-off impact on the amount of thrust needed to achieve height markers in the flight paths?
Mr Curran: I'd have to provide that answer on notice. There are some quite significant technical complexities with that.

Answer:

The trial was established to determine if full-length runway operations would provide a noise benefit for the community. The aim was to determine if restricting intersection departures from taxiway T2 and taxiway T3 would achieve a noise improvement, by having aircraft take-off earlier along the runway (121 metres earlier compared to a taxiway T2 departure and 638 metres earlier compared to a taxiway T3 departure).

Aircraft flight management computers are designed to calculate and optimise the take-off to provide a safe and efficient take-off trajectory. These systems automatically calculate the take-off point and departure climb giving consideration to the starting point on the runway, that is, full-length or intersection departure. The flight management systems will make a determination on the amount of thrust required to meet height markers on Standard Instrument Departures, subject to airline and aircraft operating procedures. A range of other factors such as temporary obstacles and weather conditions may also be factored into calculations conducted by flight management system.

The restriction on intersection departure trial did not result in any perceptible noise improvement for communities based on accepted acoustic standards which require more than a three decibel change for it to be perceptible to the human ear.

The community was provided with quarterly updates on the trial findings and notified on 11 October 2023 that the trial findings over the 12 months did not support the continuation of the trial.