

Question on notice no. 125

Portfolio question number: SQ24-001324

2024-25 Supplementary budget estimates

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

Senator Steph Hodgins-May: asked the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on 14 November 2024—

(1. In terms of the performance reporting and monitoring of Airservices that the Department conducts, what performance reporting and monitoring data has the Department collected and reviewed about Airservices' performance in actually reducing noise and reducing the health and wellbeing harms associated with noise pollution experienced by Brisbane communities?

a. Has Airservices managed to deliver any net noise reductions in Brisbane in the last four years as promised to communities?

2. The Noise Action Plan currently being rolled out by Airservices contains no impact metrics. Airservices have been asked through AAB, through BACACG, through BFPCA, and during engagement sessions since the NAB started, to install proper assessment metrics and impact KPIs and measures, yet they refuse and to this date there are no proper ways provided to objectively assess whether any net noise reductions have been achieved or will be achieved. What is the Department's position on this failure, and when will they intervene as part of their performance reporting and monitoring of Airservices?

Answer —

Please find answer attached

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2024 - 2025

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 125

Departmental Question Number: SQ24-001324

Division/Agency Name: DIV - Domestic Aviation and Reform

Hansard Reference: Written (14 November 2024)

Topic: Department's review of Airservices performance in reducing noise levels

Senator Steph Hodgins-May asked:

1. In terms of the performance reporting and monitoring of Airservices that the Department conducts, what performance reporting and monitoring data has the Department collected and reviewed about Airservices' performance in actually reducing noise and reducing the health and wellbeing harms associated with noise pollution experienced by Brisbane communities?
 - a. Has Airservices managed to deliver any net noise reductions in Brisbane in the last four years as promised to communities?
2. The Noise Action Plan currently being rolled out by Airservices contains no impact metrics. Airservices have been asked through AAB, through BACACG, through BFPCA, and during engagement sessions since the NAB started, to install proper assessment metrics and impact KPIs and measures, yet they refuse and to this date there are no proper ways provided to objectively assess whether any net noise reductions have been achieved or will be achieved. What is the Department's position on this failure, and when will they intervene as part of their performance reporting and monitoring of Airservices?

Answer:

While the Department of Infrastructure, Transport, Regional Development, Communications and the Arts does not oversee specific performance metrics for the Noise Action Plan for Brisbane, Airservices Australia (Airservices) regularly reports on its progress through updates to the Brisbane Airport Community Airspace Advisory Board (AAB). These updates are published at <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/airports/brisbane-airport-community-airspace-advisory-board>.

As part of Noise Abatement Procedure Reporting for Brisbane Airport, Airservices publishes monthly reporting on simultaneous opposite direction parallel runway operations (SODPROPS) usage at Brisbane Airport at <https://aircraftnoise.airservicesaustralia.com>.

In the development of the Noise Action Plan for Brisbane, Airservices has focussed on maximising flights over water through SODPROPS usage, increased over water departure paths and reducing concentration by implementing segregated modes of runway operation.