

Question on notice no. 93

Portfolio question number: SQ24-001221

2024-25 Supplementary budget estimates

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

Senator Larissa Waters: asked the Airservices Australia on 4 November 2024—

Senator WATERS: Will there ever be a consideration for net noise reduction?

Mr Sharp: The short-term benefit is the SODPROPS. That is a reduction. We've also been working with the airport and some of the larger carriers that generate noise at night. The community feedback I heard was some of those larger aircraft coming over the city at night are troublesome for some of the residents, so there has been a move by some of those airlines in the last month to actually go over the ocean more with a higher tailwind. Those pilots are selecting to do that, because they're able to with their safety measures, and that's been a demonstrable shift. About two-thirds of those flights are now going over the bay.

So there are some short-term benefits that will reduce noise; however, clearly, there has been an EIS signed off, there are runways being built and there's been capacity approved for that airport. What we're doing is managing the actual flow of that traffic. That flow of traffic was approved many, many years ago—2007, I think, was the date of the EIS. That noise is now coming through. The city has built up. To reduce that flying is actually a reduction in capacity to the airport, which is a decision we can't make. What we can do is move flight paths to mitigate it or spread it as much as we can, but the SODPROPS and the larger aircraft flying over the bay are a reduction. The other reduction that would occur is the tailwind. At the moment, the EIS is based on a 10-knot tailwind assumption. That wasn't approved, so we're working with the industry, as well as with Brisbane Airport, to look at a seven-knot tailwind. It actually will allow a lot more operations to go over the bay; that will reduce noise. That's in play at the moment, and we'll be looking at some trials and presenting a pack to CASA to get a safety sign-off.

Senator WATERS: When will that go to CASA?

Ms Marshall: It's being worked on at the moment. I think we were targeting either late this year or early next year, subject to the safety work being completed. Brisbane Airport Corporation have got some consultants involved in supporting that as well, to get an external consultant to pull that together. But we probably need to take the specific timing on notice, if you want an exact timing.

Senator WATERS: That would be good; I appreciate that.

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: 93

Departmental Question Number: SQ24-001221

Division/Agency Name: Agency - Airservices Australia

Hansard Reference: Spoken, Page No. 111-112 (04 November 2024)

Topic: Airservices Australia – 7 knot tailwind safety case

Senator Larissa Waters asked:

Senator WATERS: Will there ever be a consideration for net noise reduction?

Mr Sharp: The short-term benefit is the SODPROPS. That is a reduction. We've also been working with the airport and some of the larger carriers that generate noise at night. The community feedback I heard was some of those larger aircraft coming over the city at night are troublesome for some of the residents, so there has been a move by some of those airlines in the last month to actually go over the ocean more with a higher tailwind. Those pilots are selecting to do that, because they're able to with their safety measures, and that's been a demonstrable shift. About two-thirds of those flights are now going over the bay.

So there are some short-term benefits that will reduce noise; however, clearly, there has been an EIS signed off, there are runways being built and there's been capacity approved for that airport. What we're doing is managing the actual flow of that traffic. That flow of traffic was approved many, many years ago—2007, I think, was the date of the EIS. That noise is now coming through. The city has built up. To reduce that flying is actually a reduction in capacity to the airport, which is a decision we can't make. What we can do is move flight paths to mitigate it or spread it as much as we can, but the SODPROPS and the larger aircraft flying over the bay are a reduction.

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Senator WATERS: That would be good; I appreciate that.

Answer:

Please refer to Committee Question Number 137 (SQ24-001336) from the 2024-25 Supplementary Budget Estimates hearing.