



**The Hon Michael McCormack MP**

---

**Deputy Prime Minister  
Minister for Infrastructure, Transport and Regional Development  
Leader of The Nationals  
Federal Member for Riverina**

Ref: MC20-009641

15 JAN 2021

Mr Ken O'Dowd MP  
Chair  
Standing Committee on Petitions  
Parliament House  
CANBERRA ACT 2600

  
Dear Mr O'Dowd

Thank you for your letter of 9 November 2020 regarding petition number EN1869 on Brisbane Airports' parallel runway operations.

The petition seeks Airservices Australia (Airservices) to revise the operating plan and modes of operation related to Brisbane Airport operations.

Managing aircraft noise is a difficult issue and I appreciate the concerns of the petitioners about increased aircraft operations from Brisbane Airport affecting residents.

In response to community feedback regarding the new runway operations, the Australian Government (through Airservices) is working closely with Brisbane Airport and other key stakeholders to identify opportunities for improved noise outcomes. The Australian Government remains committed to implementing appropriate measures to encourage noise sharing of operations at Brisbane Airport, ensuring safety requirements are the first priority.

The text of the petition indicates that the night mode of operations is immediately ceased from 6am each morning, even when conditions and traffic levels make the continuation of night-time modes feasible. Airservices advises that usage of the night-time modes outside of the period between 10pm and 6am is 27.5 per cent, which demonstrates that these operations are being extended when conditions permit. Recent data shows that these extended periods of night-mode operation are extending, where conditions have permitted, through until 9.30am.

Petitioners have also raised the potential opportunity for noise improvement by increasing the current 5 knot tailwind limit to 10 knots in certain conditions. Brisbane Airport is working with Airservices to explore the information and analysis necessary to support such a change. Any change to this tailwind limit would need to be approved by the Civil Aviation Safety Authority (CASA), as this limit is applied through regulation at all Australian airports and is consistent with international standards.

Airservices has also identified and put in place an additional noise abatement procedure that restricts the use of the northern approach over the Brisbane River by jet aircraft.

Thank you for bringing your concerns to my attention and I trust this information is of assistance.

Yours sincerely

Michael McCormack