



**The Hon Barnaby Joyce MP**

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

Ref: MC21-009336

**29 NOV 2021**

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

Via [petitions.committee.reps@aph.gov.au](mailto:petitions.committee.reps@aph.gov.au)

Dear Mr O'Dowd,

Thank you for your letter of 18 October 2021, regarding the petition presented to the House of Representatives in relation to flight operations at Brisbane Airport (EN2983).

Managing aircraft noise is a difficult issue. The Australian Government supports minimising the impact of aircraft noise on the community through a combination of airspace design, noise abatement procedures and land use planning. However, some level of aircraft noise is unavoidable in major cities, such as Brisbane, particularly in areas close to the airport.

The *Air Services Act 1995* requires Airservices Australia (Airservices) to regard the safety of air navigation as the most important consideration, while also ensuring that, as far as practicable, the environment is protected from the effects of, and the effects associated with, the operation of aircraft. The Australian Government has no current plans to review the *Air Services Act 1995*.

Under the *Airspace Act 2007*, the Civil Aviation Safety Authority (CASA) is responsible for the administration and regulation of Australian airspace, including the amendment of airspace and air routes. Airspace changes required to implement the new flight paths at Brisbane Airport were approved by CASA on 31 October 2018 and 26 August 2019.

On 20 July 2021, Airservices commenced a Post-Implementation Review (PIR) of the flight path and airspace changes required for Brisbane Airport's New Parallel Runway. The PIR is reviewing the outcomes of the flight path changes for the community, environment and industry, and provides an opportunity to identify possible improvements to minimise noise impacts on the community as a whole, where safe and feasible to do so.

In addition, the Australian Government announced the Brisbane Airport Post Implementation Review Advisory Forum (the Forum) on 24 September 2021 in recognition of the significant community interest in aircraft operations around Brisbane Airport. The Forum is an independent, community-oriented body that complements existing engagement mechanisms. The Forum has been established specifically to provide advice and feedback to Airservices on matters relating to its PIR of Brisbane Airport's new runway operations. The Chair will also provide me with a quarterly report.

Through the PIR, Airservices will consider community suggestions for improvement of Brisbane's airspace arrangements, as well as look for improvements to noise outcomes based on a review of operations since the opening of the runway. Proposed changes to airspace architecture must be approved by CASA via an airspace change proposal. Further information on the airspace change process can be found at [www.casa.gov.au/airspace/airspace-regulation/airspace-change-process](http://www.casa.gov.au/airspace/airspace-regulation/airspace-change-process).

Construction of a new runway and design of new airspace arrangements are inherently complex projects that take many years to develop, during which time aviation technology continues to improve. The approval of the major development plan for the New Parallel Runway at Brisbane Airport in 2007 by the then Minister for Transport and Regional Services under the *Airports Act 1996* related only to the construction of the runway. Operational aspects, including airspace operations, required separate approval from CASA once these aspects were finalised. Enhanced aviation navigation technology has been developed since the approval, endorsed by the International Civil Aviation Organization and included in the design as international best practice.

The 2007 Environmental Impact Statement for the New Parallel Runway, which included the implementation of a plan for aviation airspace management, was approved by the then Minister for the Environment under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The EPBC Act is administered by the Department of Agriculture, Water and the Environment and the Minister for the Environment. As the New Parallel Runway project is completed, Airservices cannot be directed to complete a new Environmental Impact Statement, however this does not mean that the issues being raised are unable to be addressed by alternative mechanisms, which I understand are being considered through the Airservices' PIR.

Thank you for referring this petition to me and I trust this information is of assistance. I have copied this letter to the Hon Sussan Ley MP, Minister for the Environment.

Yours sincerely

Barnaby Joyce MP

cc The Hon Sussan Ley MP, Minister for the Environment