

The Hon Michael McCormack MP

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

Ref: MC20-010425

15 JAN 2021

Ms Nikki Boyd MP
Member for Pine Rivers
PO Box 5832
BRENDALE QLD 4500

Dear Ms Boyd

Thank you for your letter of 18 December 2020 enclosing the community petition of your electorate regarding the impact of aircraft activity from Brisbane's second runway.

Managing aircraft noise is a difficult issue, and I appreciate the collated constituents' concerns about increased aircraft noise and environmental concerns associated with the operations of the new parallel runway.

Noise Sharing

Noise Abatement Procedures (NAP) have been designed to help minimise the noise disturbance. The NAP require that aircraft take-off and land over Moreton Bay when it is possible to do so, including night-time operations. The ability to do this depends on a number of factors including weather and traffic levels. The direction the runway is used in is often based on the wind conditions as aircraft need to land or take-off into the wind for safety.

Airservices Australia (Airservices), Brisbane Airport and the Australian Government remain committed to implementing appropriate measures to encourage noise sharing of operations at Brisbane Airport, ensuring safety requirements are the first priority.

Environmental concerns

Air quality in Australia is governed under the National Clean Air Agreement, which is a national agreement between all Environment Ministers in Australia. Local air and water quality monitoring is the responsibility of the Queensland Department of Environment and Science. You can find more information on air quality monitoring at www.stateoftheenvironment.des.qld.gov.au/pollution/air-quality and water quality monitoring at www.stateoftheenvironment.des.qld.gov.au/pollution/water-quality.

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Flight paths

Airservices has an important role in ensuring Australia's good aviation safety record is maintained, while also seeking to minimise impacts on communities wherever practical. While it is unfortunate that some communities have been impacted by changes to the Brisbane Airport flight paths, safety must remain the highest priority. Careful airspace design seeks to minimise the impact on communities through the management of overflight heights and frequency of movement.

Departing aircraft will generally be at higher altitudes compared to arriving aircraft over locations. Arriving aircraft will be low over areas as they need to approach the runway at a shallow angle to control the speed of the aircraft. Arrivals often appear lower from the perspective of an observer on the ground, however this altitude is required for operational reasons. Airservices advise that an increase in altitude of arriving aircraft could not be done in a practical way in order to achieve any noticeable difference in noise experienced.

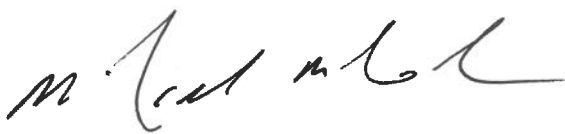
Curfew

There are only four airports in Australia where a curfew is currently in place. These are Adelaide, Essendon Fields, Gold Coast and Sydney airports. The Australian Government is not considering a curfew for Brisbane Airport.

It is important to note that at the federally leased airports where a curfew is in place, i.e. Sydney, Adelaide, Gold Coast and Essendon Fields airports, that there are permitted aircraft movements during the curfew period. This provides flexibility in movements, particularly those related to medical and/or emergency type operations, along with some small jet, propeller-driven aircraft and freight movements, as well as providing noise respite to the neighbouring communities.

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

Yours sincerely

A handwritten signature in black ink, appearing to read 'Michael McCormack', written in a cursive style.

Michael McCormack