

**Question on notice no. 113**

**Portfolio question number: 113**

**2020-21 Additional estimates**

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

**Senator Larissa Waters:** asked the Airservices Australia on 6 April 2021—

In response the Aircraft Noise Ombudsman's findings that Airservices Australia failed to properly engage the community affected by flight path changes in Hobart, Airservices committed to: Improving environmental assessments: including amending Airservices' Environment Management System so that a more detailed environmental assessment is required for flight path changes that overfly new communities and regional or rural areas; undertaking environmental risk assessments as part of the assessment process; and ensuring that assessments clearly define analysis against the Environment Protection and Biodiversity Conservation Act (EPBC Act) and Airservices criteria. Improving community consultation planning: enhancing stakeholder engagement plans to include 'likelihood to notice a difference' and to consider social impacts as well as the environmental assessment against the EPBC Act. What did Airservices do differently in Brisbane for the new flight paths there compared to what it did in Hobart

**Answer —**

Answer attached.

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
Additional Estimates 2020 - 2021  
**Infrastructure, Transport, Regional Development and Communications**

**Committee Question Number:** 113  
**Departmental Question Number:** SQ21-000153

**Program:** n/a  
**Division/Agency:** Airservices Australia  
**Topic:** Brisbane Community Engagement  
**Proof Hansard Page:** Written (6 April 2021)

**Senator Larissa Waters asked:**

In response the Aircraft Noise Ombudsman's findings that Airservices Australia failed to properly engage the community affected by flight path changes in Hobart, Airservices committed to:

- Improving environmental assessments: including amending Airservices' Environment Management System so that a more detailed environmental assessment is required for flight path changes that overfly new communities and regional or rural areas; undertaking environmental risk assessments as part of the assessment process; and ensuring that assessments clearly define analysis against the Environment Protection and Biodiversity Conservation Act (EPBC Act) and Airservices criteria.
- Improving community consultation planning: enhancing stakeholder engagement plans to include 'likelihood to notice a difference' and to consider social impacts as well as the environmental assessment against the EPBC Act.

What did Airservices do differently in Brisbane for the new flight paths there compared to what it did in Hobart?

**Answer:**

The first two phases of engagement and consultation for the New Parallel Runway (NPR) were undertaken by Brisbane Airport Corporation (BAC) from 2005 to 2007, and 2007 to 2018, with support from Airservices Australia.

The release of the Aircraft Noise Ombudsman's April 2018 *Investigation into complaints about the introduction of new flight paths in Hobart* occurred after the first two phases of engagement and consultation for the Brisbane NPR. The report's findings were considered in the final information phase, during which time the BAC Flight Path Tool and Mobile Information Centre were used to provide information on the flight paths and noise contours.