

**Question on notice no. 114**

**Portfolio question number: 114**

**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 his response to Senator Chisholm in the Senate Estimates hearing on 22 March 2021, Mr Harfield said: "We have had the United Kingdom's National Air Traffic Services [NATS] come and review them [air space design models for independent and dependent parallel runways] from time to time." When did NATS provide their review services to the air space design and flight paths? Did NATS provide their review services remotely from London, or did they send consultants to provide review and assessment in situ at Brisbane Airport? If the latter, over what period did the NATS consultants conduct their review in situ at Brisbane Airport? Did NATS provide independent peer-review of the mixed parallel simultaneous operations at Brisbane Airport? If so, what were the outcomes of this review? Did NATS provide independent peer-review of any alternative operating modes such as independent parallel operations? If so, what were the outcomes of their review of these alternative operating modes? In providing their review and advice, did NATS take into consideration any noise impacts on local communities? The subtropical climate of Brisbane means many residents now adversely affected by excessive noise pollution from Brisbane Airport's flight paths used to enjoy an outdoor lifestyle. Many of them live in Queenslander homes, which are difficult to insulate from noise. In providing their review and advice, to what extent did NATS take into consideration the geographic location and subtropical climate of Brisbane, which is different to their home base in London?

**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:** 114  
**Departmental Question Number:** SQ21-000154

**Program:** n/a  
**Division/Agency:** Airservices Australia  
**Topic:** UK NATS Review Services  
**Proof Hansard Page:** Written (06 April 2021)

**Senator Larissa Waters asked:**

In his response to Senator Chisholm in the Senate Estimates hearing on 22 March 2021, Mr Harfield said: “We have had the United Kingdom’s National Air Traffic Services [NATS] come and review them [air space design models for independent and dependent parallel runways] from time to time.”

- When did NATS provide their review services to the air space design and flight paths?
- Did NATS provide their review services remotely from London, or did they send consultants to provide review and assessment in situ at Brisbane Airport? If the latter, over what period did the NATS consultants conduct their review in situ at Brisbane Airport?
- Did NATS provide independent peer-review of the mixed parallel simultaneous operations at Brisbane Airport? If so, what were the outcomes of this review?
- Did NATS provide independent peer-review of any alternative operating modes such as independent parallel operations? If so, what were the outcomes of their review of these alternative operating modes?
- In providing their review and advice, did NATS take into consideration any noise impacts on local communities?
- The subtropical climate of Brisbane means many residents now adversely affected by excessive noise pollution from Brisbane Airport’s flight paths used to enjoy an outdoor lifestyle. Many of them live in Queenslander homes, which are difficult to insulate from noise. In providing their review and advice, to what extent did NATS take into consideration the geographic location and subtropical climate of Brisbane, which is different to their home base in London?

**Answer:**

Airservices Australia (Airservices) has engaged the United Kingdom’s (UK) National Air Traffic Service (NATS) previously. On this occasion, Airservices did not engage the UK NATS to review airspace design models at Brisbane, however, the Brisbane Airport Corporation did.