

**Question on notice no. 66**

**Portfolio question number: SQ22-000435**

**2022-23 Budget estimates**

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

**Senator Larissa Waters:** asked the Airservices Australia on 14 April 2022—

Why is Airservices spending money on a lengthy review that only prolongs people's suffering rather than implementing the missing noise abatement procedures that have been suggested to Airservices since July 2020 by the community, airlines and air traffic controllers?

**Answer —**

Answer attached.

**Rural And Regional Affairs And Transport**

**QUESTION ON NOTICE**

**Budget Estimates 2022 - 2023**

**Infrastructure, Transport, Regional Development and Communications**

**Committee Question Number: 66**

**Departmental Question Number: SQ22-000435**

**Division/Agency Name: Airservices Australia**

**Hansard Reference: Written (14 April 2022)**

**Topic: AIRSERVICES – Brisbane Airport Flight Path Changes Post Implementation Review**

**Senator Larissa Waters asked:**

Why is Airservices spending money on a lengthy review that only prolongs people's suffering rather than implementing the missing noise abatement procedures that have been suggested to Airservices since July 2020 by the community, airlines and air traffic controllers?

**Answer:**

Post Implementation Reviews (PIRs) of flight paths and airspace are considered best practice and inform future change considerations and decision-making, and identify potential opportunities to improve noise outcomes or operational efficiency.

Airservices is currently undertaking work on Noise Abatement Procedures requiring aircraft to remain on the standard instrument departure path until they reach 10,000 feet and will explore further opportunities through the PIR.