

Question on notice no. 68

Portfolio question number: SQ22-000437

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—

What assessment is done of the impact of flight path changes on environmental values, including increased bird strike, noise impacts on wading birds and other species, impacts on wilderness / tranquillity values of reserved areas?

Which organisations are consulted when assessing those impacts?

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: 68

Departmental Question Number: SQ22-000437

Division/Agency Name: Airservices Australia

Hansard Reference: Written, Page No. (14 April 2022)

Topic: AIRSERVICES - Biodiversity impacts

Senator Larissa Waters asked:

- What assessment is done of the impact of flight path changes on environmental values, including increased bird strike, noise impacts on wading birds and other species, impacts on wilderness / tranquillity values of reserved areas?
- Which organisations are consulted when assessing those impacts?

Answer:

Airservices assesses the environmental impact of flight path changes using biodiversity significance criteria for proposed changes to aircraft operations which may have the potential to result in 'significant impact' to the environment, as defined under the *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act). The same criteria are applied to assess the impacts of aircraft overflight for areas with low ambient noise.

Noise impact assessments on bird life are the responsibility of the proponent for the Environmental Impact Statement/Major Development Plan (EIS/MDP) in accordance with the *Airports Act 1996* and the EPBC Act. Noise impacts of aircraft overflight on bird species for Brisbane Airport were assessed through Volume B5 of the EIS/MDP, Terrestrial and Marine Ecology.

Airservices does not assess the impact of flight path changes on bird strikes. Management of the risk of wildlife strikes at airports is governed by the National Airports Safeguarding Framework, Guideline C, Managing the Risk of Wildlife Strikes in the Vicinity of Airports. This can be accessed at:

www.infrastructure.gov.au/sites/default/files/documents/3.1.4_Guideline_C.pdf.

Bird strikes for Brisbane Airport were assessed in the EIS/MDP for the Brisbane Airport new runway, Volume D, Section 8.7. Airservices participates in the Australian Aviation Wildlife Hazard Working Group (AAWHG) to reduce the risk of wildlife strikes at airports.

The question of which organisations are consulted in the development of an EIS/MDP is a matter for the proponent of a development.