

Question on notice no. 133

Portfolio question number: SQ23-004922

2023-24 Supplementary Budget estimates

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

Senator Gerard Rennick: asked the Civil Aviation Safety Authority on 2 November 2023—

<https://www.couriermail.com.au/news/queensland/brisbane-residents-aircraft-noise-win-with-more-international-flights-heading-over-moreton-bay/news-story/3781e62ec832a2bf99c1b848d67cceb8> - is this safe

"For more than 30 years, Brisbane Airport had a maximum tailwind speed of 10 knots until 2016 when, despite no safety incidents, the Civil Aviation Safety Authority (CASA) halved it to five knots to meet international standards.

Since then, Airservices Australia - which manages flight paths in Australia - has lobbied CASA to increase the maximum from five to seven knots, an increase protested by the Australian Airline Pilots' Association in May 2022 due to risk."

As per attached article, is increasing the maximum tailwind speed to seven knots safe?

Answer —

Please find answer attached.

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2023 - 2024

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 133

Departmental Question Number: SQ23-004922

Division/Agency Name: Agency - Civil Aviation Safety Authority

Hansard Reference: Written (02 November 2023)

Topic: CASA - Increase of maximum tailwind speed

Senator Gerard Rennick asked:

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Since then, Airservices Australia – which manages flight paths in Australia – has lobbied CASA to increase the maximum from five to seven knots, an increase protested by the Australian Airline Pilots’ Association in May 2022 due to risk.”

As per attached article, is increasing the maximum tailwind speed to seven knots safe?

Answer:

Both international standards and Australian regulations permit an individual pilot in command (PIC) of an aircraft to take-off or land with a tailwind component if they assess the operating environment is safe to do so and it is permitted by the Aircraft Flight Manual.

Within the context of there being an existing safe and compliant alternative, applications for exemptions against the regulations and standards need to provide sufficient assurance that an acceptable level of safety would be maintained if the exemption was granted.