

**Question on notice no. 135**

**Portfolio question number: SQ24-001334**

**2024-25 Supplementary budget estimates**

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

**Senator Steph Hodgins-May:** asked the Airservices Australia on 14 November 2024

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(1. Will Airservices be reviewing the altitude constraints on the SIDs (Standard Instrument Departure) when developing preferred options for the departure flight paths overland to help aircraft fly higher over communities?

2. Will this then enable the prohibition of intersection departures trial to be repeated in order to obtain net noise reductions as is the case everywhere else in the world where this is done properly?

**Answer —**

Please find answer attached

**Rural and Regional Affairs and Transport**

**QUESTION ON NOTICE**

**Supplementary Budget Estimates 2024 - 2025**

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

**Committee Question Number: 135**

**Departmental Question Number: SQ24-001334**

**Division/Agency Name: Agency - Airservices Australia**

**Hansard Reference: Written (14 November 2024)**

**Topic: AIRSERVICES - SID Height Markers**

**Senator Steph Hodgins-May asked:**

1. Will Airservices be reviewing the altitude constraints on the SIDs (Standard Instrument Departure) when developing preferred options for the departure flight paths overland to help aircraft fly higher over communities?
2. Will this then enable the prohibition of intersection departures trial to be repeated in order to obtain net noise reductions as is the case everywhere else in the world where this is done properly?

**Answer:**

Analysis of the required altitude that aircraft would need to be at over suburbs closest to the airport to result in an audible noise difference when prohibiting intersection departures was shared with the Brisbane Airport Community Aviation Advisory Board (AAB). This confirmed that the climb gradient required for departing aircraft is in excess of aircraft capability. This explanation was accepted, and the action was closed by the AAB Chair.