

**Question on notice no. 136**

**Portfolio question number: SQ24-001335**

**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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Airservices are considering a specific design option for one or both of the overland departure routes that currently operate from the legacy runway between 10pm and 6am, serving flights with destinations in the north and west (the 19L WACKO and BIXAD SIDs) . When will Airservices submit an application to the Civil Aviation Safety Authority to obtain approval for introducing this non-standard procedure?

**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: 136**

**Departmental Question Number: SQ24-001335**

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

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

**Topic: AIRSERVICES - Tight left proposal off Noise Preferential Routes for Brisbane Airport**

**Senator Steph Hodgins-May asked:**

Airservices are considering a specific design option for one or both of the overland departure routes that currently operate from the legacy runway between 10pm and 6am, serving flights with destinations in the north and west (the 19L WACKO and BIXAD SIDs). When will Airservices submit an application to the Civil Aviation Safety Authority to obtain approval for introducing this non-standard procedure?

**Answer:**

Airservices Australia is investigating a range of flight path changes through the Noise Action Plan for Brisbane including departure routes currently operating from the legacy runway serving destinations in the north and west. A further round of engagement will be conducted on these proposals in 2025. Any new proposals will be subject to 2 rounds of community and industry engagement. Any required Civil Aviation Safety Authority approvals will be sought after this engagement and finalisation of the design, including all required safety work.