

Question on notice no. 350

Portfolio question number: SQ25-002686

2025-26 Supplementary Budget estimates

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

Senator Bridget McKenzie: asked the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts on 12 December 2025—

- (1. What role does the Department play when an airport corporation objects to a State or local government-approved development on aviation safety grounds?
2. Has the Department ever supported or rejected a proposal on aviation safeguarding grounds at Moorabbin or its surrounding suburbs?
3. Does the Department consider itself responsible for ensuring that State planning authorities properly apply aviation safeguarding controls around Moorabbin Airport?
4. What formal engagement does the Department have with Victorian planning authorities in relation to:

- (a) OLS/PANS-OPS
- (b) Encroachment risk
- (c) Sensitive land use conflicts
- (d) Buffer protection
- (e) Airport long-term operational viability

Answer —

Please see PDF attachment.

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2025-2026

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

Committee Question Number: 350

Departmental Question Number: SQ25-002686

Division/Agency Name: DIV - Domestic Aviation and Reform

Hansard Reference: Written (12 December 2025)

Topic: Aviation Safeguarding

Senator Bridget McKenzie asked:

1. What role does the Department play when an airport corporation objects to a State or local government-approved development on aviation safety grounds?
2. Has the Department ever supported or rejected a proposal on aviation safeguarding grounds at Moorabbin or its surrounding suburbs?
3. Does the Department consider itself responsible for ensuring that State planning authorities properly apply aviation safeguarding controls around Moorabbin Airport?
4. What formal engagement does the Department have with Victorian planning authorities in relation to: a) OLS/PANS-OPS b) Encroachment risk c) Sensitive land use conflicts d) Buffer protection e) Airport long-term operational viability

Answer:

1. The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts may play a role when considering a proposed activity under Part 12 of the *Airports Act 1996*. Under section 13(b) of the Airports (Protection of Airspace) Regulations 1996 (APAR regulations), in considering whether to approve a proposed controlled activity, the Secretary or delegate must have regard to the opinion of the airport-operator company (as it pertains to the efficiency or regularity of existing or future air transport operations the airport).

The department expects airport-operator companies and state planning authorities to engage cooperatively to ensure all relevant statutory obligations are met.

2. Yes.
3. The proponent of a proposed controlled activity is responsible for ensuring it is following the requirements under Part 12 of the *Airports Act 1996* and the APAR regulations. The department expects State planning authorities to participate in the National Airports Safeguarding Advisory Group (NASAG) and keep informed of aviation safety requirements in land use planning. Airport Lessee Companies are encouraged to maintain relationships with State and local planners to enable the sharing of information and obligations to the regulations and prescribed airspace in the vicinity of leased federal airports.

4. (a-e)

The Victorian Department of Transport and Planning participates in the NASAG, which is responsible for developing the National Airports Safeguarding Framework (NASF) guidelines. The NASF provides guidance to State, Local and Territory governments that can, in turn, be used to guide assessment and approvals for land use and development on and around identified airports. NASAG members representing State government authorities engage with:

- OLS/PANS Ops in Guideline F
- Encroachment risk and sensitive land use conflicts in Guidelines G, H and I (as they apply to given aviation facilities); and
- Buffer protection in Guideline I.

Airport long-term operational viability is considered in broader terms through the airport Master Plan process under the *Airports Act 1996*. State government authorities are consulted in this process.

The department additionally engages with State government authorities on airport matters on a case-by-case basis as appropriate.