

Question on notice no. 23

Portfolio question number: SQ26-000156

2025-26 Additional estimates

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

Senator Steph Hodgins-May: asked the Airservices Australia on 18 February 2026

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Context:

Brisbane Airport's 1 Dec 2025 announcement launched an 18-month voluntary tailwind trial (5-10 knots, 10pm-6am) to increase over-water operations and reduce noise, with CASA/AirServices support. Historical 10-knot tailwind allowance was reduced to ICAO standards.

Qantas Group (Australia's national carrier) issued a 5 Dec 2025 crew directive refusing participation, mirroring past Jetstar non-compliance.

1. Why did Qantas Group (Qantas Airways, Jetstar, QantasLink, Jetconnect, Qantas Freight) direct crews on 5 Dec 2025 not to participate in the voluntary tailwind trial?
2. Given non-participation by major airlines, why has the Transport Minister allowed Brisbane Airport to continue advertising the trial without community updates on its effectiveness?

What is the strategy to actually reduce noise impacts (currently unresearched and undefined) for Brisbane residents, rather than just being a theatrical PR stunt?