

Question on notice no. 27

Portfolio question number: SQ26-000166

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:

Aviation policy treats noise as an "externality" minimized without "economically harmful restrictions," per the Aviation White Paper, which rejects new curfews or movement caps.

1. Has AirServices or the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DOTIRD) performed an independent cost-benefit analysis of public costs/benefits from operational restrictions (e.g., curfews, movement caps) at airports like Brisbane or Archerfield?
2. On what basis did DOTIRD prioritise aviation throughput over restrictions for resident health/well-being, treating noise as an "externality" per the Aviation White Paper (which rejects new curfews/movement caps) ?
3. Given recent light plane crashes, what are the potential impacts of a crash in residential areas near Brisbane Airport Corporation (BAC) or Archerfield Airport (both surrounded by suburbs) ?
4. Has AirServices conducted a risk assessment of crash-related damage to health, life, or property from flights to/from Brisbane or Archerfield Airports?