

**Rural and Regional Affairs and Transport**

**QUESTION ON NOTICE**

**Additional Estimates 2025 - 2026**

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

**Departmental Question Number:** SQ26-000301

**Division/Agency Name:** DIV - Domestic Aviation and Reform

**Hansard Reference:** Written, (23 February 2026)

**Topic:** Brisbane Airport Master Plan

**Senator Bridget McKenzie asked:**

1. The Australian Noise Exposure Forecast (ANEF) mapping for the Brisbane Airport Master Plan is based on two years of data.  
Does the Minister consider this to be adequate, long-term noise and environmental data to support the draft Brisbane Airport Master Plan 2026?
2. What consideration has been given to a night-time curfew and an airport capacity declaration for the Brisbane Airport?
3. What robust, independent community engagement has occurred with the residents of the Brisbane Airport in relation to the preliminary draft 2026 Brisbane Airport Master Plan?  
When did this consultation occur?  
How did it occur? In person or online?  
How many people attended?

**Answer:**

1. The preliminary draft master plan (pdMP),(published on the Brisbane Airport website), includes an ultimate capacity Australian Noise Exposure Forecast (ANEF), which was endorsed by Airservices Australia on 28 July 2025.

The pdMP notes that “the Aviation Environment Design Tool used to develop the ANEF has been calibrated using two years of actual flight and noise data from the new operations and flight paths introduced with the opening of the western runway. This has ensured modelled behaviour closely matches real world conditions. This calibration was not possible prior to the western runway opening and new aircraft fleet variants entering service.”

The ANEF is not based on two years of data. The model used to develop the ANEF has been calibrated using two years of actual flight and noise data. This actual flight and noise data associated with the operation of the western runway has only been available since its opening in July 2020, and the subsequent return to normal flight operations after the impacts of COVID-19.

2. In its *Aviation White Paper – Towards 2050*, the Australian Government reaffirmed its commitment not to impose additional operating constraints on airports, such as curfews or movement caps, where they do not currently exist, including at Brisbane Airport.
3. The Brisbane Airport Corporation (BAC) commenced the public comment period on 4 August 2025, and undertook a variety of consultation activities during the 60 business day public comment period:
  - attending community events;
  - information booths at Brisbane Airport terminals; and
  - undertaking broad communication across digital platforms, stakeholder networks, and community channels.

Specific details of the timing and attendance at these events is a matter for BAC.