

From: Charles Bill
Sent: Wednesday, 25 February 2009 10:04 AM
To: Aviation Statement
Subject: Please accept this as my submission

To

Department of Infrastructure Transport, Regional Development and Local Government.

Dear Sir

Please accept this as my submission towards the development of the National Aviation Policy Statement.

I have been greatly disadvantaged since the new Brisbane Airport was in the planning stage and even more since it's opening.

The so-called community consultation carried out in the preparation for the approval/building of the present Brisbane Airport was based upon lies.

I was told in the newspapers and in a government hand out at the Brisbane Exhibition at that time that less than 20 homes would be affected by the new airport for Brisbane. That all aircraft would land and takeoff over Moreton Bay. And due to this undertaking Brisbane Airport would not be requiring a curfew, as aircraft noise would NOT disturb any resident's sleep at night once it was built.

Besides they said by the time the new Brisbane Airport was completed all the aircraft would be all so quiet and not be able to be heard and if they did ever fly over the southern suburbs they would be so high you would not be able to hear them.

Noise abatement in Brisbane is noise concentration as all aircraft approaching the Brisbane Airport with a southerly approach over homes from 10 pm to 6 am (if my memory serves me correctly) cannot descend below 3000 ft until they are on the centre line in the vicinity of Archerfield Airport. Thus every night when aircraft approaches from the south the same corridor of residents suffer whilst other nearby suburbs have no aircraft overhead below 3000 ft.

Unfortunately it is also this same corridor of residents who suffer the same fate of even more noise and even more regular aircraft overhead when adverse weather sets in and all aircraft use the instrument landing system (ILS) approach.

Now that parallel runway has been approved and work is underway to develop it we are again told that all aircraft will be arriving and leaving over Moreton Bay. Well we have heard the same LIES before.

Australian Airports must be forced to upgrade to world's Best Practice and no longer allowed aircraft to taxi to and from terminal gates to the runways but be towed out and back and save Greenhouse gas emissions and other pollution.

Also diesel generators no longer be allowed at terminal gates and airports install power outlets in the tarmac to power aircraft whilst at the terminal.

With Brisbane's parallel runway being built and as yet to be announced the flight paths and operational configurations we need a curfew in place now.

Please impose a curfew on the Brisbane Airport from 6 pm to 6 am which does not allow aircraft over southern suburbs during those hours. I have complain about aircraft noise since the new Brisbane Airport was built and absolutely nothing has ever changed the aircraft noise into my home.

I suggest that if the Brisbane Airport Corporation Ltd or airline companies wish to use southern approaches and departures after the parallel runway is operational then there be a dollar cost imposed.

A local community fund be commenced in Brisbane and every time an aircraft takes off or lands over southern suburbs between 6 pm EST. and 6 am EST. the cost to the BACL be \$20,000.00. Just how the BACL recover this cost from the Airline Company, pilot or customers is up to the BACL. This fund can then be used to fund insulation and air-conditioning and the power usage of all schools and all homes suffering aircraft noise disturbance under the centrelines and either side of those runways and flight paths, starting with the existing runway and existing flight paths. That the greenhouse contribution for the electricity used by these air-conditioners be added to the BACL's greenhouse audit.

I request that the FREE aircraft noise complaints phone and fax lines be reinstated immediately. Replace the Aircraft Noise Complaints operators with personal who actually CARE and who are WILLING and ABLE to make a difference and just not tick the box that someone else has phoned and complained.

I request that a maximum noise level imposed upon all aircraft that overfly Brisbane's residential areas. This noise level be one that does not disturb sleep of residents in a temperate climate area where residents normally sleep with their windows open.

ANEF were designed for southern areas of Australia where houses are well insulated from the lower temperatures of winter. The ANEF does not take into account the tin and timber construction of houses in Brisbane and places further north where the houses depend on breezes to cool the home by having windows and doors open all day and night for most of the year with security and insect screening.

Not only just and hourly or daily average but also each and every single event noise level. If that noise level be exceeded that company have a fine imposed payable to the local community fund for noise abatement purposes and if the airline has more that 2

such fines imposed on that aircraft anywhere in Australia then that aircraft must be removed from service until a remedy is in place.

I request that some ACTION be taken as a result of complaints. A record of which pilot and aircraft, time and loaded capacity be recorded and the company advised. After more than 5 noise complaints about a particular aircraft or pilot are made then the airline company be warned and request noise reduction action be taken. Either by lowering the loading weights, hush kits or re-training of the pilot.

As I understand there is no fuel tax on aircraft fuel. Airports are not shown on the National Pollution Inventory as a major generator of pollution which they are. The aircraft emissions are not accounted for in the airport's emissions whilst on the ground or taking off or landing.

Carbon trading must be a future part of all Australian Airports operations along with an aviation **FUEL TAX AND GST** on their fuel to reflect the real cost of flying using fossil fuels and the climate implication involved.

Further more the cost of Airtrain to the Brisbane Airport should be made FREE as to eliminate pollution caused by the major usage of motor vehicles to the Airport.

9/06/08

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