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Sent: Friday, 27 June 2008 11:39 AM

To: Aviation Statement

Subject: FW: Submission from the City of Melville - Western Australia on behalf of noise affected residents

Submission To:

Department of Infrastructure, Transport, Regional Development and Local Government
GPO Box 594
CANBERRA ACT 2601

Submission on the Issues Paper - Towards a National Aviation Policy Statement

The aviation activities undertaken from Jandakot Airport which is located approximately 19 kilometres South of Perth Western Australia, is impacting on residents who live within its various flight paths. Many of those residents affected live within the City of Melville. This submission is being made on behalf of those affected residents.

Specifically, noise from these activities appears to be the most prominent factor affecting residents directly under the flight paths - of training, commercial as well as recreational flights. Jandakot Airport is no different from many regional airports however, is quoted as being one of the busiest in the Nation. More than 400 000 movements were recorded over the last twelve months and it is predicted to reach 514 000 movements by 2015 with the proposal for a new fourth runway.

Indeed, the Issues paper raises the issue and recognises that the growth of airports as having an impact on local communities. Jandakot Airport is a privately operated facility which relies on the increased activities of its customers to turn a profit. This in turn leads to increases aircraft activity in the area which leads to more people being affected more often, by the noise emissions from various aircraft.

Many complainants allege an effect on overall health and well being due to perceived increased stress levels and alleged disturbed sleep/loss of sleep and reduced amenity.

The noise emitted by the aircraft varies considerably. Most twin-engine planes are very loud and the noise reverberates longer, while many of the single-engine aircraft seem to have ineffective exhaust muffler systems. It is understood that newer aircraft are alleged to be quieter however, they form a very small part of the operational models that are currently flying as to not have a significant noise reducing capacity.

Some comments from residents are as follows:

"It is quite disconcerting to have aircraft noise spoil the amenity of my home. An occasional plane overhead is no problem but it can become emotionally draining listening to aircraft all day".

"there are times when an aircraft is flying over my house several times every minute. They are so low that I can read the markings on the wings and I cant hear myself think . You cant get away from the noise ".

"If the equivalent level of noise was caused by hoons racing their cars down the street the authorities would take action, however when it comes to aircraft noise nothing can be done. AirServices Australia has a noise complaint line which is ineffective. The "Fly Neighbourly" policy is also window dressing and not monitored anyway".

Recommendations suggested to assist alleviate noise problems:

The "fly neighbourly" policy be enforced more stringently and monitored more closely and penalties imposed on those that do not abide by it.

Noise complaints to be handled in a more productive manner giving feedback to complainants. Currently, there does not appear to be anything more done other than receipt and collation of complaints.

All single and twin engine aircraft regardless of age be fitted with effective noise attenuation.

Airport circuit training over residential areas limited to specific times/hours each day, or alternatively,

Airport circuit training prohibited over residential areas,

As a last resort, consideration of funding be provided to acoustically treat households that fall within certain flight paths or specified ANEF contours.

More specifically for Jandakot Airport:

All Jandakot Airport functions moved to a more rural location or,

Jandakot Airport circuit training function moved to a more rural location.

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