

**Dr. William James GABRIEL**  
**Morningside 4170**

**Subject:** Submission Department of Infrastructure, Transport, Regional Development and Local Government

To

Department of Infrastructure, Transport, Regional Development and Local Government.

Dear Sir

I would like to thank the committee for the opportunity to address this issue.

I have been a resident at the above address for 20 years since 1988. Previously I lived at Mount Gravatt several kilometres further south from the airport.

My main concern is the aircraft noise. What contribution the aircraft make to global warming, air pollution and abnormal cloud formation, I will leave to other better informed contributors. I will also leave the impact that the airport has on the local road infrastructure, the seemingly endless development of the airport precinct and the indifference of airport authority to these issues. I am interested in the airport authority's indifference to the impact of aircraft noise.

In my twenty years of living at Richmond Road there have only been two times that I have been aware of any decrease in aircraft noise.

The first was during the pilots strike. Comparative Nirvana. It is like the analogy of the frog in slowly heated water. Apparently you don't know how bad it is until you are boiled alive. The difference was startling. You wake up to a quiet morning. You come home to a quiet evening. You have a delightful uninterrupted sleep. Morning and evening are peak times for flights into and out of Brisbane (and presumably all major centres) and as **BRISBANE HAS NO CURFEW**, the odd plane flying over head at midnight, one am, three am etc. The aircraft noise is more noticeable in Summer of course as, being an environmentally conscious individual I have not resorted to air conditioning yet and in the Brisbane heat can only sleep with the windows wide open collecting what breeze is available.

The second noticeable reduction in noise occurred in 1996 when the previous Federal Government came to power. After commenting that there had been an appreciable drop in aircraft noise, I was informed that one of the things they had done was to encourage the air traffic controllers to spread the planes and not concentrate them over Morningside.

Unfortunately, the previous government did not see fit to **ESTABLISH A CURFEW**.

As a Doctor of Medicine working in Morningside, I should like to offer some opinions as to the medical impact of the aircraft noise. I do not want to diminish the effect of living in a city with all its inherent background noise, but as stated above the aircraft create noise at particular times of the day when things are normally quiet.

About 25% of the population suffer from or are affected by insomnia on a regular basis. Due to SAD (Seasonal Affective Disorder) insomnia is more common in summer, which is exactly the time aircraft noise is more troublesome.

There has been also work showing that persistent loud background noise, leads to increased stress. While it is unclear how much that noise contributes to heart disease, mental illness and general illness, there evidence that it makes a contribution.

### **Recommendations.**

I am 100% in favour of a curfew on Brisbane airport, *over the southern suburbs*, from 6pm to 6 am daily.

The level of noise from **each** airplane should be monitored. A specific noise level needs to be set, such that any specific airplane that produces sound levels above the preset limit, is given two warnings to reduce it's noise level and if it exceeds the level a third time is banned from Brisbane airport. In effect, like in soccer, two yellow cards and then a red.

### **Comments.**

I expect the airport authority will

1. Request no curfew.
2. Not wish to have an airplane specific noise level set.
3. Promise to minimise noise levels
4. Suggest that it is only cranks that complain about aircraft noise.

On the matter of the curfew, I would suggest that all aircraft at night could safely take off and land over Moreton Bay. The curfew need only apply to the Southern Suburbs. The airport authority will say it is not safe or it is too expensive, etc to fly in and out over the bay at night. I would suggest a truly independent expert might differ with this view.

There are specific aircraft now exempt for one reason or another from the general ban on noisy aircraft. No exemptions should exist.

Promises from the airport authority, in the past, have not been worth anything. Any restrictions need to be in law and enforceable (millions of dollars in penalties).

I support all those who phone the airport to complain about the noise. I personally do not phone as

1. apart from logging the call nothing is done
2. a promise is made to help and nothing is done
3. regular callers are dismissed as having some axe to grind and are not taken seriously.

Well best wishes and good luck. I expect the airport authority will trot out the usual reasons why nothing should alter. I hope you see it the way of the long term resident under the ILS (Instrument Landing System). In bad weather all planes fly down the line from Archerfield Airport to Eagles Farm. Two streets away from where I live.

Some years ago a friend and his young 4 yo son were playing in my yard. The son enquired if the low flying jumbo was going to land in my back yard. After the noise of the plane flying over had ceased I said "No". This is what it is like living under a flight path and no I did not realise the implications before buying.

Yours truly  
Bill Gabriel

24 June 2008