

The Rivermouth Action Group Inc [activist@rag.org.au]

Dear Sir

Please accept the following as our Group's submission towards the development of the National Aviation Policy Statement.

Our many communities on the Southside of Brisbane have been greatly disadvantaged since the new Brisbane Airport was in the planning stage and even more since its opening.

Some communities were told in writing that they were not under the proposed flight paths only to have the flight paths placed over their homes without so much as by your leave once the airport opened.

Another resident received a letter from the federal minister at the time who put in his letter as an explanation as to why the aircraft could not turn north sooner and not overfly his home when leaving the Brisbane Airport to the south for a northern destination said. "That the aircraft might hit a building the Brisbane's CBD what was not built as yet." So much for ministerial letter writers and ministers reading letters before they sign them.

The so called community consultation carried out in the preparation for the approval/building of the present Brisbane Airport was based upon lies and untruths and in other words, "ALL male bovine excrement".

The community was told 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 no residents would be disturbed by aircraft at night once it was built.

Besides 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 approach from the south the same corridor of residents suffer whilst other nearby suburbs have no aircraft overhead below 3000 ft.

Unfortunately it is also these 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.

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

Our group read the EIS on the proposed Airport at Badgerys Creek and noticed the huge amount of pollution associated with the proposed airport when all airport generated emissions were accounted for.

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.

Reduce the reliance of private motor vehicle usage to the airport by increasing public transport to the airport.

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.

We suggest that if the Brisbane Airport Corporation 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 or customers is up to them. This fund can then be used to fund insulation and air-conditioning of schools and homes suffering aircraft noise disturbance under the centrelines and either side of both runways and flight paths, starting with the existing runway.

We request that the FREE aircraft noise complaints phone line be reinstated immediately. Replace the operators with personal who are willing to make a difference and just not tick the box that someone else has phoned and complained.

We request that a maximum noise level imposed upon all aircraft that overfly residential areas. Not only just an hourly or daily average but 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 than 2 such fines imposed on that aircraft anywhere in Australia then that aircraft must be removed from service until a remedy is in place.

We 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.

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.

6 June 2008

Barry Wilson
Chairperson

The Rivermouth Action Group Inc
P.O. Box 268
Morningside Qld 4170

activist@rag.org.au

We would be pleased if our submission is made public on your web site as long as it is not edited in any manner.