
From: rowan whiteman [REDACTED]
Sent: Wednesday, 8 March 2023 12:47 PM
To: Aviation White Paper
Subject: SUBMISSION TO AVIATION GREEN PAPER

Dear sir/madam

My name is Rowan Whiteman and I email in my capacity as an impacted resident residing directly under the Southern approach to Gold Coast Airport (OOL) and as a long-term aviation analyst. I am writing this submission in response to the Aviation White Paper.

Whilst the White Paper is itself voluminous, I will restrict my responses primarily to noise issues associated with proximity to OOL.

* OOL is a land locked airport without an East West orientated runway that would provide over ocean approach/departures hence all aircraft movements have major noise implications on a very wide number (and rapidly growing number) of residents living in close proximity to the airport.

* Amazingly the approach when using Runway 14 for flights originating in the South can be facilitated over a very short flight path predominantly over ocean and then impacting the Currumbin/Tugun areas whilst approach from the South using Runway 32 very infrequently uses any offset path that minimises noise impact via overflying further North towards Fingal and much less densely populated areas.

* From observational investigation and information supplied from Airservices when flights come from the South but use Runway 14 into OOL they can perform a 180-degree turn and align with the runway centreline safely at 7.5nm yet when using Runway 32 approaching from the South they align some 17nm out thereby overflying densely populated areas including Kingscliff, Chinderah, Banora Point and Tweed Heads West.

* OOL was never established to be a large-scale airport operation to service international flights nor to be a major freight destination yet this is the path it is being pushed down.

* Economic and aviation industry benefits have a disproportionate weighting in the paper compared to the costs to communities impacted by proximity to airports.

* There are alternatives to lowering aircraft emissions other than flying direct routes over whatever the industry wants viz reducing cargo loads, mandating more efficient jets and using jets with most up to date navigational instruments/equipment.

* Issue of incentives for on flying to domestic airports to entice more international carriers will have a major impact as OOL already has direct international flights and this will only bring more international flights into OOL with their associated aircraft noise.

* Whilst night curfews exist and must stay in place for OOL despite the industries push to remove these, nothing seems to address the impact of daylight savings on flights using NSW airspace hence, we have flights on approach to OOL going directly over our heads at very low levels at an NSW time an hour after QLD curfew.

* In Summer and early Autumn when predominately Northerly/North Easterly winds prevail and DST operates plus airlines schedule additional flights, aircraft noise levels over the Southern approach to OOL are exacerbated thus needing more extensive use of varied approach especially when weather conditions are favourable. Use of the Smart Tracking System and making airlines use aircraft equipped to use this system could potentially greatly assist here.

* The altitudes that arriving aircraft fly on approach to OOL from the South has a significant impact on noise levels experienced by the communities they overfly. Ensuring aircraft fly as high as safely possible whilst overflying these communities will reduce noise.

* Encourage and incentivise further movement towards quieter more fuel-efficient aircraft with hopefully an ultimate move to potentially noiseless electric aircraft.

Whilst members of the communities living in close proximity to airports realise the benefits the aviation industry provides it does not merely have to be a one-sided argument whereby the industries wishes and demands are implemented at the expense of those they impact. Hopefully any Green Paper and subsequent Final White Paper will reflect a balanced response to all sides concerns.

Thank you for considering this submission to the Green Paper and I hope the points outlined have some relevance to the process and can lead to benefit to all, both involved in, and impacted by the aviation industry.

Best Regards

Rowan Whiteman

