
From: [REDACTED]
Sent: Thursday, 9 March 2023 1:57 PM
To: Aviation White Paper
Cc: [REDACTED]
Subject: Submission to the Aviation White Paper - Terms of Reference Review

9 March 2023

Aviation White Paper Branch
Domestic Aviation & Reform Division
Department of Infrastructure, Transport, Regional Development, Communications and the Arts
GPO Box 594
CANBERRA ACT 2601

By email: aviationwhitepaper@infrastructure.gov.au

Dear Sir/Madam

RE: Submission to the Aviation White Paper – Terms of Reference Review

The subject of Aircraft Noise and other Aircraft Pollution has become an acute and devastating issue for thousands of residents and hundreds of suburbs in and around Brisbane. The blatant disregard for community concerns and views by BAC and Air Services is a disgrace allowed, indeed supported, by both major political parties, instead favouring the direct and indirect commercial gains from the commercial airline cartel in driving their decision-making without transparency or consequence.

The White Paper terms of reference, if correctly written, will help inform politicians and the industry to address the current major confrontation between Community needs and the needs of the wider community use of Aircraft as a transport service.

Our comments below are taken from the BFPCA, whose feedback we wholeheartedly endorse.

Submission: Inadequacy of the current regulatory framework

SUBMISSION NO.4

Section 81(2) of the *Airports Act 1996* (Cth) should be amended to enable the Minister to approve a Master Plan with conditions.

Role of Aircraft Noise Ombudsman

1. The Aircraft Noise Ombudsman is appointed and reports to the Board of directors of Airservices Australia (*Aircraft Noise Ombudsman Charter*, para's 12-14). Airservices Australia is, relevantly, the 'for profit' provider of air traffic services to airports. The air traffic services conducted by Airservices Australia are the very services that give rise to complaints to the Aircraft Noise Ombudsman.
2. This creates an untenable conflict of interest on the part of the Aircraft Noise Ombudsman and diminishes, at the very least, the public perception and confidence in the capacity of the Aircraft Noise Ombudsman for independent investigation of complaints.
3. The Aircraft Noise Ombudsman must be a fully independent office.

SUBMISSION NO.5

The Aircraft Noise Ombudsman should become part of the Office of the Commonwealth Ombudsman.

I trust that this submission is well received and will be given full consideration by the Department in the development of the Green Paper and, subsequently, the White Paper.

Yours Sincerely

Steve and Sylvia Parry

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