
From: Belinda Rae [REDACTED]
Sent: Thursday, 9 March 2023 2:09 PM
To: Aviation White Paper
Subject: RE: Submission to the Aviation White Paper – Terms of Reference Review

Dear Sir/Madam

In regards to considerations of the White Paper and airport development planning processes and consultation mechanisms that consider the impact and changing nature of aircraft noise and related expectations on the role of noise sharing and noise mitigation; **The noise that my family and myself have to endure from flights directly over our house and slightly east and west of our house** is loud and more noticed to be loud as we live in a quiet area. There is no other traffic or noise to muffle the sudden and imposing sound of the aircraft. The aircraft passing over and near our home break the quiet very suddenly and very loudly; such that it wakes us from sleep. We chose to live in a quiet area and now we have to deal with the sudden loud noises of aircraft passing regularly over and near our home.

We were never informed by Airservices Australia that when the new runway was to open that air traffic would fly over or near our home; nor of the quantity of the traffic and the increase that would potentially occur into the future.

Our view is that there has been *inadequacy in the current regulatory framework.*

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

William and Belinda Rae