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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

Introduction

We are long-time residents of ██████████ and we are just one of the thousands impacted by aircraft noise since the New Parallel Runway (NPR) operations at Brisbane airport became operational in July 2020. The noise impacts are far and beyond what was communicated through Brisbane Airport Corporation's (BAC) Environmental Impact Statement (EIS) and the community engagement process for it was severely deficient.

Engagement with the Brisbane Airport Corporation and Air Services Australia

We were never consulted for the 2007 EIS nor were we consulted by Air Services Australia (ASA) when they made changes to the flight paths discussed in the 2017 EIS which were to be predominantly over the Bay.

Personal impacts on me and Impacts on my family / household

My wife and I moved to the ██████████ in 1998 to escape the noise of the city and to enjoy the peace and tranquillity of rural acreage. At about 5 am most weekday mornings a turbo prop aircraft passes over the house straining to gain altitude.

Worse, ever since the Brisbane airport second runway has come into operation, there are numerous jet aircraft flying relatively low directly overhead our house on route to landing on the runway. Often the sound of the flap extension screeches over the top of the already loud engine noise necessitating a pause in an afternoon discussion on the verandah for at least a minute. It's only 5 more minutes, sometimes less, before another jet arrives causing yet another pause in what used to be a very pleasant and quiet background to an afternoon discussion.

The changes made by Air Services Australia (ASA) in the 2018/19 to the flight paths proposed in the 2007 EIS were not assessed and the public in this valley and in Brisbane generally were not informed of the original EIS nor those changes made by the ASA to the flight paths which were stated in the EIS to be **predominantly over the Bay**.

The noise is a significant nuisance and the frequency is mentally debilitating and the frequency will only increase. The noise echoes around the hills which surround the ██████████ concentrating the effect.

We rely on rain water for both domestic and agricultural use. The unburnt jet fuel and the exhaust emissions (black soot) will be accumulating on our rooftops and over the pastures and fruit trees and contaminating our water and food supplies. it will also have a large effect

on the land values in the district. Do you think BAC (and ASA) be happy to compensate the population for this?

The Aircraft Noise Ombudsman has found ASA wanting in its process of allowing the changes to the flight paths for the Brisbane second runway. It is difficult to believe that the ASA would approve of a new super highway for aircraft over the quiet rural hamlet of Samford. The fact that BAC would continue to act with silence and to take advantage of such an omission whilst not acting in the social interests of Brisbanites generally, is in itself, a disgrace. It is more disturbing that the BAC and the ASA did not consult with the affected populations before allowing the conduct of aircraft operations in such a fashion.

There is significant evidence that the community engagement undertaken for the NPR EIS was deficient and failed to properly identify directly affected stakeholders and engage with them meaningfully about the impacts. Furthermore, BAC downplayed the true impacts of the new airspace design, repeatedly claiming that most flights would occur over Moreton Bay in the decade leading up to the opening of the NPR, hiding caveats in the fine print which revealed this to be practically impossible. I believe this to be misleading and it makes the 2006/7 EIS void. We continue to fight the bureaucracy in order to ensure means are found to otherwise deploy aircraft movements and return our property to the peaceful and healthy hamlet it once was.

In order that any review into the actions of the BAC and Airservices Australia can be considered independent and able to withstand scrutiny, we submit that the current regulatory framework is inadequate as described below.

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

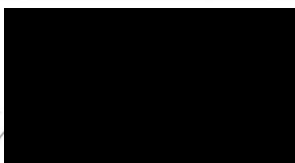
1. The Aircraft Noise Ombudsman is appointed and reports to the Board of directors of Airservices Australia (*Aircraft Noise Ombudsman Charter*, para's 12-14). Airservices Australia is, relevantly, the 'for profit' provider of air traffic services to airports. The air traffic services conducted by Airservices 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



Stephen and Sally Dykes

