
From: Melissa Walker [REDACTED]
Sent: Thursday, 9 March 2023 3:58 PM
To: Aviation White Paper
Subject: Submission to the Aviation White Paper – Terms of Reference Review

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
9/3/23

Dear Sir/Madam

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

Notwithstanding Queensland's increasing population and popularity as a tourist destination, competitive airfares and rising incomes have meant a reliance on air travel and subsequent air traffic over Brisbane. In order to accommodate this the new runway was opened. The new flight paths are not working, were not communicated to those who would be affected and the existing cross wind runway was closed. Increased activity out of Archerfield airport has exacerbated the problem. There is no clear flight path to avoid living under no for the small aircraft to avoid. All aircraft are lower for some reason??? Topography and ambient noise don't appear to have been considered either, closer to the airport near busy roads you barely hear the planes, whereas Samford and Brookfield feel like they are being invaded. Southern aircraft approach on the old runway seem to turn later to line up for their landings, northern aircraft approach the new runway over Dayboro and Samford on a large turn, same aircraft. Surely they could come in from the bay and turn back to the runway or down over northlakes as it's flatter and by a busy road. Departures need to be higher. It's a nightmare in Samford, goodness knows how bad it is closer in. Huge profits have already been made, reinvest them back into two New Cross wind runways. Stop the planes over the people. Commit to a curfew 10pm to 6am, why are we not considered as worthy as Sydney residents?

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
Melissa Walker

