

DATE: 9 March 2023

NAME: Mrs Robi Scott

ADDRESS: [REDACTED]

I wish to support BFPCA's initial submission regarding the Terms of Reference for the Aviation White Paper, noting the 2050 horizon of the White Paper.

I understand that "The Aviation White Paper (the White Paper) will set the long-term policies to guide the next generation of growth and innovation in the aviation sector."

I am concerned about:

1. The need for **legislative and regulatory overhaul** of the *Air Services Act* 1995 to achieve true regulatory independence, eliminate actual, possible or perceived regulatory / state capture, a broader scope for consideration of contemporary factors (e.g., climate change, social licence to operate) that will affect future airport and flight path design and operations, rather than the current limited focus on safety, efficiency and private industry profits.
2. The need for **standard criteria** across all capital and regional airports regarding the specification **and adoption of curfews, flight movement caps, and airport capacity declarations as provided for under the *Airports Act* 1996, Section 195.**
3. **International best practice** and genuine community engagement processes and impact reporting by qualified, independent experts across all jurisdictions regarding planned and ongoing airport operations.
4. Stronger and **evidence-based** consideration of all issues of the impacts of aircraft noise and other pollution on mental and physical health, and the role of strong regulation to achieve net aircraft noise pollution reductions.

I live in [REDACTED] and have lost the peace and quiet that was only occasionally interrupted by planes, especially since the new runway has been utilised. Now I OFTEN miss bits of the news on the radio or TV as the planes increase speed as they turn to come into land.

I ask that there be a FAIR DISTRIBUTION of the flights rather than an intensity over [REDACTED] and [REDACTED] as it now seems.

Yours sincerely

Mrs Robi Scott  
[REDACTED]