
From: [REDACTED]
Sent: Thursday, 9 March 2023 6:23 PM
To: Aviation White Paper
Cc: Dutton, Peter (MP); Catherine king; barnaby joyce
Subject: Submission - Terms of Reference - Aviation White Paper

Aviation White Paper Branch
Domestic Aviation & Reform Division

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
GPO Box 594
CANBERRA ACT 2601

Dear Sir/Madam

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

My family and I have had our once peaceful lives in [REDACTED] ruined and our mental and physical health greatly impacted by the introduction of changed air traffic pathways with the opening of parallel runway operations at Brisbane Airport in 2019. We have lived in the area for 20 years, it is a semi rural enclosed valley 25 km from the Brisbane CBD, one hour drive from Brisbane Airport. An AirServices runways engineer at a workshop advised us that they chose to overfly [REDACTED] because it was a "green area outside of Brisbane on the map", admitting there was no technical research, no understanding of the community, and no consultation. They subsequently converged three departing and arriving air corridors over the valley, over our house.

I don't want to have to spend my time writing to you but our complaints remain ineffective. To add further insult, the Minister Catherine King has recently trivialised our situation, making any upset resident doing our best to suffer unacceptable aircraft noise daily sound like Greens voters who want to have a whinge. She admitted she will not listen to us because driving the airport economy is of overriding importance to her.

For context, we now live directly under an aircraft super highway which we never had, which is injurious, and which is not necessary. AirServices and Brisbane Airport Corporation converged three aircraft noise corridors directly over our heads, day and night, and it will only get worse. A navigation beacon is situated in an area behind our house directing aircraft directly above us and we live on a ridge. We can't escape. We cannot retro-fit our carbon negative home to block the noise. We are forced to drink polluted tank water as our only source of drinking water. We can't afford to move. Please consider my submission below but please also remember that we are real people and we are suffering. We don't vote Greens. We want peace, we want to be able to have 8 hours sleep, we want to drink clean water - what every human deserves surely.

I am astonished that the aircraft industry remains unregulated. AirServices is funded by the airline industry and it is obvious that both AirServices and BAC have deceived the previous and current Ministers, and the public. The Aircraft Noise Ombudsman has highlighted many deficiencies in AirServices and BAC processes, the inadequacy of the EIS for Brisbane Airport, the handling of complaints, and the list goes on. While AirServices have agreed to Trax recommendations on the PIR, little has changed and timeframes to implement change are long and unrealistic.

Submission: Inadequacy of the current regulatory framework

SUBMISSION

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

An independent regulator be established independent of AirServices to oversee AirServices and commercial airport or aviation operations. If an independent regulatory body cannot be established then an independent overseeing body needs to be established. The role of the regulator would be to ensure planning and changes to airport operations are adequately and honestly represented, that claimed independent research is truly independent of AirServices and commercial airport and aviation operations, to ensure PIR measures are carried out in accordance with AirServices undertakings and carried out within reasonable time frames, to ensure better communication between the Department, AirServices and CASA. No funding for this body should be provided by commercial airport or aviation operations so as to ensure complete impartiality.

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

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

SUBMISSION

That wellbeing measures be included to ensure the long term health and well-being of Australians living within 50 km of major airports. This includes ensuring the safety of drinking water where tank water is the sole water source for residents. Regular independent tank water testing required. Airport levies to provide funding.

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

A black rectangular redaction box covering the signature area.