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Aviation White Paper Branch
Domestic Aviation & Reform Division
Department of Infrastructure, Transport, Regional Development, Communications, and the Arts
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**AVIATION WHITE PAPER – SUBMISSION WITH RESPECT TO THE
FUTURE MANAGEMENT OF AIRCRAFT NOISE**

1. Airservices Australia plonked a new arrival flight path over my house in ██████ ██ without any community consultation. Residents of ███████████ now must engage in a bitter and stressful fight to get the flight path changed. Airservices Australia has treated the residents of ███████████ with utter contempt. I would like to see a totally new approach to community engagement.

2. No one in Airservices Australia is currently held accountable for weak community consultation. They keep repeating the same mistakes. They rely on a poorly designed community engagement platform and make little effort to reach out to potentially noise-impacted and non-digitally savvy communities.

3. Airservices Australia always trots out safety as its primary concern. Paradoxically, they do not care much about the health and well-being of residents below their unilaterally imposed flight paths. I would like to see the introduction of a KPI for the CEO of Airservices Australia around community satisfaction with their consultation processes. The responsible minister should fire the CEO if his KPI falls below the benchmark.

4. I also want to see the new regulations specifying acceptable aircraft noise limits over residential areas and financial compensation for impacted residents (to cover negative impacts on house prices, pay for soundproofing, and medical costs). The airlines must compensate noise impacted communities. Many airlines operate old and noisy aircraft on domestic routes (e.g. B737-800). I would like to see such aircraft banned from flying over residential areas.

5. Moreover, I would like to see community representation on the board of Airservices Australia. Communities need to have as much say as the airlines do. The airlines are more interested in profits than people and do not care about noise-impacted communities.

6. Airservices Australia keeps saying designing flight paths is complicated and uses this as a convenient excuse to do as they like. They never explain the decision-making processes used in their flight path designs. I would like to see more transparency around their flight path design. Airservices Australia must provide a flowchart of their decision-making process, give reasons for design decisions, provide strong evidence of community consultation and provide minutes of flight path design sessions.

7. The current CEO of Airservices Australia has been in this role for too long. He is responsible for the poor culture around community consultation at Airservices Australia. I want term limits for the CEO position with no option to renew or extend their contract.
8. The Aircraft Noise Ombudsperson is useless. The ombudsperson operates under a very limited charter and, in most cases, sides with Airservices Australia despite overwhelming evidence that Airservices Australia has performed poorly with respect to community consultation. I want the charter revised to give the Aircraft Noise Ombudsperson more teeth. The revised charter should allow the ombudsperson to impose severe financial penalties on Airservices Australia for non/under performance.
9. The responsible minister must also step up and look after noise-impacted communities better. The current minister has a habit of dismissing community concerns about aircraft noise. The revised act should compel the minister to look after noise-impacted communities.
10. While I understand the aviation sector is vital for Australia, it is a big polluter. I want a carbon pollution levy applied to airline tickets. Carbon offsets are not that effective[1]. That will force airlines to invest in less polluting and hopefully less noisy new aircraft.

Yours sincerely

Dr Andrew Terhorst

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1. [1] https://www.sbs.com.au/news/article/you-can-pay-to-offset-carbon-on-everything-from-flights-to-utilities-does-it-actually-do-anything/of3abl8fv