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

09/03/2023

Aviation White Paper Branch
Domestic Aviation & Reform Division
Department of Infrastructure, Transport, Regional Development, Communications and the Arts
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Introduction

From a purely personal and self-interested point of view, I would like to express my extreme dismay at the increase in air traffic flying over my (and others) house. I can literally see the line-up of aircraft lights through my living room window and over directly my house.

Many years ago I deliberately moved out of the city, accepting a long daily commute, to be able to enjoy peace when at home.

That no longer exists. I am reminded of journeys through less than salubrious parts of the world where the noise of aircraft is prevalent (I am aware of the hypocrisy), and I am given to ponder the causality: does a neighbourhood become nasty because of constant noise, or are flight paths cynically routed over exactly that sort of neighbourhood - I suspect the former.

Broadening my interest to include others, many people would prefer peace over noise (there are exceptions I agree - perhaps the BAC could organise a house swap?). There are scientific studies correlating aircraft noise and ill health - hardly needs mountains of empirical evidence to be obvious, but there you go. There is the question of chemical pollution, which while Airservices Australia assures us meets all regulatory requirements, remains a concern given the disingenuousness of the assurances given with respect to the environmental impacts in the first place (besides, regulatory requirements are notoriously ineffective - with this very situation a prime case in point).

Simply put, Brisbane was a very liveable city not that long ago. Airservices Australia is destroying that. The term "Vital economic development" is used - so spend a bit more money to mitigate the incessant noise and you'll get the vital economic development without killing the proverbial goose.

I heard recently that we are nowhere near the flight cap, that we are orders of magnitude below what is "allowed". This can't end well.

We have been fobbed off with disinterested delegates and all too invested ministers so far. Why do that and alienate the populace?

Below is a pro-forma submission, and while I am not across the plans and amendments, what is written there resonates strongly with me - it looks very much like there is a conflict of interest.

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

Rob Spaanderman

