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**From:** Kris Webb [REDACTED]  
**Sent:** Friday, 10 March 2023 6:23 AM  
**To:** Aviation White Paper; contact@bfpca.org.au  
**Subject:** Aviation White Paper draft ToR

To whom it may concern

I would like to make a submission on the Aviation White Paper draft Terms of Reference.

I am a Brisbane resident whose am a resident of [REDACTED] which is one of the many Brisbane suburbs by the opening of the second runway. My life and that of my family and friends have been significantly impacted by the plane noise. I am woken every morning by flight noise over my house and often have trouble going to sleep because of the late evening Qatar flight. We are no longer able to eat outside in the evenings as the parade of planes over the house makes it unbearable.

My submission is therefore based on this experience and the fact that economic decisions are constantly prioritised over the wellbeing of people when it comes to flight path design and operations.

The following is what is needed:

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.

Kind regards  
Kris Webb

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