

This is my response to the Terms of Reference for the Aviation White Paper

**PURPOSE:**

*...‘Through the White Paper, the Government will promote an efficient, safe, sustainable and competitive Australian aviation sector, that is critical to the economy and the standard of living of all Australians.’...*

The standard of living of all Australians is severely impacted by the unwanted impacts from an ever-expanding Aviation Industry, in particular noise and air pollution. These impacts should be given much more emphasis and compassionate review rather than being seen as a necessary ‘trade-off’ for the financial benefit the Aviation Industry brings to the Government Budget. Not all Australians have the financial means to fly, sleep deprivation has a financial consequence to individuals as well as to Government finances through poor health outcomes and lost working hours resulting in less Tax revenue and the need for increased Health budgets.

Only 56% of Australians own a Passport, that means that almost half of Australia’s population has no intention now or maybe ever in travelling Overseas. Why should they have to suffer noise and air pollution? The Pandemic demonstrated that the Business Community does not need to fly to meetings inter/intra state now that technology exists to catch up digitally. Climate change issues mean that we have to be smart about how we use valuable but polluting resources. Each litre of Aviation fuel used for unnecessary air travel is adding to our earth becoming uninhabitable for the next generations.

If the Government is serious about sustaining the ‘Standard of Living’ of all Australians, then the negative affects of the Aviation Industry need to be balanced with Australians rights to live well and enjoy our beautiful country free from aviation air and noise pollution. It is our HUMAN RIGHT.

**SCOPE AND THEMES:**

- *‘how to maximise the aviation sector’s contribution to achieving net zero carbon emissions including through sustainable aviation fuel and emerging technologies;’*

This must include the emissions of aircraft in flight. Airports only have to account for the emissions they create within their facility. Airlines must be made to reduce their emissions and not just buy carbon credits and ‘greenwash’ their emissions. Aviation emissions are accelerating each year.

All piston-engine General Aviation aircraft use AVGAS which contains LEAD (Pb) a NEUROTOXIN. The USA EPA monitors air quality at all airports in USA and are about to consider making a finding of a ‘Proposed Endangerment for **Lead** Emissions from Aircraft Engines that Operate on Leaded Fuel’. This is not only a carbon emissions issue, it is also a major health issue to all Australians living near GA airports and under flight paths used by GA.

- *‘changing aviation technologies and ways to position our policies, regulations and systems to encourage uptake and manufacturing of new, more efficient, transport technologies;’*

This ‘scope/theme’ needs to address the issue raised above with reference to Piston Engine Aircraft AVGAS fuel. Another important issue is that large percentage of GA (which are mostly Piston Engine aircraft) are 40 plus years old. It appears that tax incentives to fast track depreciation of these old and inefficient aircraft has not worked. These lead emitting aircraft need to be phased out immediately.

- *‘how to support and regenerate Australia’s general aviation sector;’*

This scope/theme should NOT BE PROGRESSED until the above two very important issues have been resolved. We do not need more lead polluting aircraft flying over our children, pregnant women, schools as well as the general public. Lead poisoning will impact the government budget!

- *'maintaining fit-for-purpose aviation safety, air navigation and aviation security systems and service delivery agencies;'*

The ATSB should be funded to i) complete their investigations in a more timely manner and ii) to investigate ALL aircraft incidents including those involving 'Recreational/Sport aircraft' which are not included at the moment. ALL aircraft have the potential to crash and cause harm to occupants and those on the ground so ALL MUST be investigated with equal importance.

Safety shouldn't be the 'bluff' used by AsA and CASA as excuses for their decisions. As one example: CASA reduced the radius around an aircraft from 600m to 300m (HALF) for which a aircraft can fly at minimum height. This is not SAFE, it is the opposite, it enables GA to fly 1000ft above homes and schools where before the rule change, they may not have been able to. This is change could not possibly be made for 'SAFETY' reasons, one would have to wonder if it was made to appease GA aircraft owners/pilots.

OMISSIONS from Terms of Reference:

One glaring omission from the scope would be **a total overhaul of Airservices Australia** which is no longer 'fit-for-purpose' and is merely an Industry advocate. Airservices Australia has woefully neglected the general public who have come up against a 'bully' of an organisation. All Australians need an organisation that advocates for the needs of ALL Australian citizens, not just those involved in the Aviation Industry. They have lost their way and need to be abolished and new staff recruited who possess at a very minimum the psychological skill of empathy as well as the skills to create flight paths that are derived from International Best Practice.

Noise and air pollution monitoring should be carried out at all airports in Australia. No one, no state is monitoring Lead Pb pollution. The ANEF is a useless method of calculating noise. Monitors should be positioned under major flight paths also. Australians health is at stake.

The NCIS should be overhauled also so that every genuine noise complaint is dealt with seriously and each complaint counted.

Police Departments organise for speed radars and conduct drug and alcohol tests for those driving on our roads, why aren't we doing the same for aircraft. If no one is supervising aircraft for speed and altitude infringements outside the ATC of an airport, then it leads to risk-taking behaviours. The general public should not be responsible for alerting authorities about such infringements. It is too late when an aircraft crashes!

ADS-B must be made MANDATORY for ALL aircraft, including helicopters and recreational aircraft. ATSB has found the lack of this vital piece of equipment could have helped avoid many air crashes in their investigations.

Please consider these IMPROVEMENTS to the terms of reference.

Yours sincerely,

Carolyn Parsons

