



MAX CHANDLER-MATHER MP
FEDERAL MEMBER FOR GRIFFITH

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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 Aviation White Paper Branch

We write to provide feedback on Aviation White Paper Terms of Reference.

We welcome the opportunity provided by the White Paper for reform in the aviation industry in Australia, and the acknowledgement from government of the need for better mechanisms for consultation on, and management of, issues relating to aircraft noise and airport development planning, as well as the need to advance progress towards net-zero carbon emissions through the aviation sector.

We also welcome and support the detailed submissions prepared by the Brisbane Flight Path Community Alliance (Available at <https://bfpca.org.au/wp-content/uploads/2023/03/BFPCA-2023-Submission-Aviation-Industry-Whitepaper-ToR.pdf>).

Of particular importance is the need for a thorough review of the aviation regulatory environment, which is not suitable for ensuring community interests are well represented against the operating impacts of airports. The same regulatory agency responsible for noise impacts at Australian airports, Airservices Australia, has a statutory responsibility to advance the interests of the aviation industry in Australia, and is in fact reliant on fees paid by private airline corporations. This presents a conflict of interest for the agency which should be able to provide independent oversight and have a role in empowering residents.

Accordingly, the terms of reference for the White Paper must be amended to include the development of a truly independent aviation industry model, which empowers communities with

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We live and work on the unceded lands of the Jagera, Yugarapul and Turrbal peoples.

We acknowledge and pay respects to their elders past and present. Sovereignty was never ceded.

transparent and reliable reporting of real noise impacts, genuine community engagement and standard criteria for airport noise impacts to be fairly assessed against.

Furthermore, the main commercial airports in Australia were privatised in the 1990s. Given the critical importance of the aviation industry in connecting Australians and the sensitive role of aviation in much of Australia's economy, it is past time for a detailed review of this decision, and the interests of multinational corporations in pursuit of mega profits, on our critical national infrastructure.

The terms of reference for the white paper should be expanded to include a detailed investigation of the social utility of privatised airports and the impacts of the sell-off of state owned infrastructure.

We look forward to the opportunity to engage with this process further.

Yours sincerely



Max Chandler-Mather
MP for Griffith



Elizabeth Watson-Brown
MP for Ryan



Stephen Bates
MP for Brisbane