

THE RIVERMOUTH ACTION GROUP INC. "SERVING MANY COMMUNITIES"

WHAT CAN'T BE DONE ALONE
WE CAN DO TOGETHER



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Aviation White Paper Branch
Domestic Aviation & Reform Division
Department of Infrastructure, Transport, Regional, Development, Communication and the Arts
GPO Box 594
CANBERRA ACT 2601

SUMBISSION to TERMS OF REFERENCE AVIATION WHITE PAPER

Dear Sir

Our long standing community group makes the following submission on the Terms of Reference to the Aviation White Paper.

So far the Federal Government terms of reference appear to be all towards bigger and noisier airports with little or no concern shown in the Terms of Reference for those unfortunate residents especially in Brisbane who now find themselves under a new major flight path of the approach and departure of Brisbane's second runway and existing residents under the Brisbane first new runway's flight paths.

We request the following items be added to the Terms of Reference:

Urgent need for a curfew at Brisbane's airport based on community need not those of industry or government. As Brisbane is the third busiest airport the first and second airports have a curfew, and still survive commercially.

Air pollution reduction at airport and in flight.

Noise pollution stopped

Increased down wind component up to 10 knots on take off over Moreton Bay.

Need for funding for air conditioning inc electricity costs and noise insulate homes and schools from aircraft noise pollution by a aircraft levy on all aircraft over flying Brisbane homes and a 5% levy on Airport profits.

The noise levy to be imposed to be in excess of fuel costs of not approaching or departing over the bay.

Aircraft to undertake steeper flight path when approaching and departing over Brisbane's residents.

Balance community interests above commercial interest especially when thousands of school students are being subjected to aircraft noise not only at home but all day in class.

Health concerns of broken sleep patterns across many communities in Brisbane.

Address the need for better screening of all international passengers for diseases.

With over 200 suburbs of Brisbane's residents lodging aircraft noise complaints Airservices is ineffectual and has been since the Brisbane Airport re development.

Air Services POLICY of one complaint per person per month need to be removed. Whereas every noisy aircraft can be complained about and counted in official records.

Minister unwilling to meet peak aircraft noise groups.

Old State Government has a **conflict of interest** as also the *Brisbane City Council* should no longer be part of and airport enquiry committees to do with the Brisbane Airport noise or curfew discussions.

Need for flight caps on the Brisbane Airport as on other Australian Airports.

Action MUST be taken by Air Services Australia and shown to be taken when noise complaints are made.

Air Services noting a person's complaint just reinforces the community's concern that they are just a TOTAL waste of tax payers money.


Noise abatement not noise sharing. Better still comply with published statement ALL planes over the Bay with Parallel Runways.

Contamination of drinking water from roofs of houses in rural areas without reticulated supply by over flying aircraft

Set a maximum aircraft noise level not to be exceeded over residential areas of Brisbane. This approved level must not be enough to wake sleeping residents under flight paths.

The present Terms of Reference fail to address the many community issues regarding the Brisbane Airport noise and pollution problems.

Regards

A handwritten signature in cursive script, appearing to read 'H C Bill'.

H. Charles Bill

(Secretary)