



30th April 2024

Rural and Regional Affairs and Transport
References Committee

seniorclerk.committees.sen@aph.gov.au

Dear Sir/Madam,

IMPACT & MITIGATION OF AIRCRAFT NOISE

Sorell Council welcomes the Senate Rural and Regional Affairs and Transport Committee's Inquiry into the impacts of aircraft noise in capital cities and regional towns.

This submission represents Sorell Council's continuing advocacy on behalf of community members affected by aircraft noise in the Sorell municipality since the introduction of a changed flight path in 2019 (Runway 30 NAP-AR). This flight path change led to activation of the Carlton River, Primrose Sands, and Forcett Flight Path Opponents Group with these community members also committed to providing separate submissions in response to the Inquiry.

For background, in 2017 Airservices Australia (AA) released a Draft Hobart Airspace Proposed Design Review (the Review). This Review went out for consultation with stakeholders and the community in conjunction with the implementation of the STAR flight path over Dunalley and Murdunna. Sorell Council participated in multiple engagement activities between October 2018 and January 2019 as a key stakeholder, advocating for the community impacted by the STAR flight path and subsequent revisions made to flight path locations. The AA Consultation Summary Report from these engagements was released in February 2019.

In April 2022, AA completed the Post Implementation Review (PIR) for the Hobart flight path changes implemented in 2019. The PIR considered alternative proposals from community and industry engagement. These proposals were categorised into two packages, necessitating further community consultation held in October and November 2022, which included a survey on Noise Abatement Procedure (NAP) options. In August 2023, AA announced that the NAP Trial would not proceed which resulted in further community concern and disappointment. Subsequent to that decision, in November 2023 AA announced the Aircraft Noise Ombudsman had reviewed this decision and requested AA reconsider this outcome. AA recommenced community engagement in the locations of Dodges Ferry, Primrose Sands and Dunalley on 29th April 2024.

Sorell Council is cognisant AA and the aircraft industry must consider various parameters such as community, environmental, efficiency, and safety factors in their consultation process and has remained engaged with AA in response to supporting the wellbeing of the municipality's community members. Sorell Council acknowledges the introduction of Runway 30 NAP-AR has led to increased community anxiety and frustration, particularly for those directly affected by this flight path overflying Forcett, Carlton River, and Primrose Sands. The growing evidence of Runway 30's exacerbation in public health issues and impacts are contained in a community survey report adopted by Council at the 2024

Ordinary Council meeting *"Runway 30 RNP-AR Flight Path: Online Survey of Community Reactions to Aircraft Noise"*. Specific to the Terms of Reference of the Senate Inquiry are:

- Increased severity of mental health issues within the Municipality that directly correlated with aircraft noise from Runway 30 (dB readings in the 90s), exceeding World Health Organisation recommendations for 'safe noise exposure';
- Environmental concerns regarding low-flying planes emitting kerosene into the air; and
- Environmental concerns regarding contamination of tank water with aviation soot (in a community dependent on tank water). This has been acknowledged by AA and documented by the International Civil Aviation Organisation (ICAO) to directly impact air quality and human health for those exposed up to heights of 3000 feet and below.

The community and Council has been advocating for pragmatic mitigation actions inclusive of reviewing the flight path to instead adopt the Runway 30 RNAV route (or equivalent) that results in fewer residential properties being flown over at lower altitudes.

Council's most recent advocacy action in support of the community call for mitigating impacts has been to contact all Tasmanian Senators. This has resulted in all Senators acknowledging our engagement, advising Council and the community of the Senate Inquiry process with meetings held between Council and Senators Tyrrell, Chandler, Askew and McKim.

Yours sincerely,

Robert Higgins
GENERAL MANAGER