

**Senate Standing Committee on Rural and Regional Affairs
and Transport**

**Inquiry into the effectiveness of Airservices Australia's
management of aircraft noise**

Submission by

William George Allaway

26 January 2010

Summary

Term of Reference (e)

In my opinion:

1. The noise-sharing arrangements at Sydney (Kingsford Smith) airport are not equitable, in that they have introduced more frequent and more severe aircraft noise to the area where I live, which was already adversely affected by aircraft noise.
2. Aircraft noise was pre-existing in this area (south-west Kingsford) from the eastern flight-path of the east-west runway.
3. Consultations and predictions prior to the building of the third runway did not foreshadow significant increases in noise in this area.
4. 'Sharing the Noise' arrangements introduced subsequently have brought many aircraft taking off near and directly over this area, with much louder and more frequent noise.
5. This addition of more severe noise to an area already routinely subjected to aircraft noise is unfair, and that it has reduced my enjoyment of my home of many years as well as suppressing its value.

Term of Reference (g)

6. Aircraft are required under 'sharing the noise' to make sharp climbing turns immediately after northward take-off from the third runway. I think that this is an inherently unsafe practice, and that it should therefore be discontinued.
7. Aviation kerosene can sometimes be smelt in our yard. I attribute this to aircraft sharing the pollution as well as the noise, and I am concerned about health implications of this.

Detailed submission

My submission addresses firstly the Committee's **Term of**

Reference (e):

[whether Airservices Australia] has pursued and established equitable noise-sharing arrangements in meeting its responsibilities to provide air traffic services and to protect the environment from the effects associated with aircraft for which it is responsible.

My opinions on this question are as follows.

The noise-sharing arrangements at Sydney (Kingsford Smith) airport are far from equitable. I live in the south-western part of Kingsford. This area is subjected to noise of both landing and take-off from the operation of the east-west runway. Noise from aircraft taking off eastwards is very frequent during the afternoon sea-breeze on many days.

The arrangements for 'sharing the noise' which were introduced under the previous government have made the exposure to aircraft noise much worse in my area, bringing aircraft after take-off from the third runway on several paths closer to and directly over my house, in addition to this pre-existing pattern of aircraft noise.

We knew when we moved into this area (in 1975) that the east-west runway take-off and landing paths were fairly close, and we could predict that aircraft movements would increase with time. Clearly we accepted this as one of the factors influencing the decision to purchase the house, otherwise we would have chosen to live elsewhere.

Expectations by the community at the time of planning for the third runway were that the east-west runway would be closed, reducing the noise in our area. This happened only briefly and then the closure was reversed.

The consultations and predictions relating to the construction of the third runway indicated that flight paths and noise patterns would be a long way to the west, and that very little additional noise would be imposed on my area. However, the 'sharing the noise' arrangements that were introduced subsequently changed the northward take-off flight paths from the third runway. Under these new arrangements aircraft must make tight turns very soon after take-off and their flight paths then 'fan out' over the eastern suburbs. My house, however, is near the centre of this 'fan' and therefore many of the flights fly nearby or directly overhead. This exposes me and my family to more frequent and much more severe aircraft noise, as aircraft climbing after take-off now fly over. Even when they have passed the noise from the rear of the engines is directed towards us.

It is my opinion that the so-called 'sharing the noise' arrangements have operated to increase substantially the noise impact on my

area, which was already subjected to significant aircraft noise from the previous arrangements. I believe that this has had an effect on the well-being of my family by reducing our enjoyment of our house and garden, and an economic impact by suppressing the value of houses in the neighbourhood compared with otherwise similar places not so affected by additional aircraft noise.

I therefore request that the procedure of 'fanning out' northward take-offs from the third runway be discontinued, returning to the flight- and noise-paths predicted in community consultation and documentation prior to construction of the third runway.

I now submit comments under the Committee's **Term of Reference (g)**:
any other related matter.

Aircraft are required under 'sharing the noise' to make sharp climbing turns immediately after northward take-off from the third runway. I think that this is an inherently unsafe practice, and that it should for this reason be discontinued.

Aviation kerosene can sometimes be smelt in our yard, even though it is several kilometers away from the airport. I attribute this to emissions from aircraft flying over using the 'sharing the noise' flight-paths. I am concerned about health implications for myself, my family and pets, of this exposure to hydrocarbon pollutants.