

Motion to Air Services Australia from Sharon Fotheringham and seconded by Cathy Minnucci supported by the Carlton River, Primrose Sands and Forcett Flight Path Opponent Group and the majority of the community.

Air Services Australia (ASA) has had 7 years to rectify our current diabolical problem with Runway 30 RNP-AR and on Tuesday 23/4/24 informed us it is enforcing on the community noise abatement for a trial period of 6 months. An ASA abatement trial continues to be a form of wasted "community engagement."

At the completion of this trial period we require ASA to immediately cease using the current Runway 30 RNP-AR that overflies Forcett, Carlton River and Primrose Sands and create a new, feasible, safe, community acceptable flight path down the East Coast, finding a suitable entrance/exit point that does not negatively impact large numbers of our community and fly over the water directly to Hobart Airport.

Runway 30 RNP-AR is far too low, dB readings in the 90's are far too high and readings far exceed World Health Organisation's (WHO) recommended safe noise exposure levels. Furthermore, kerosene fills the air from low overhead planes. Our tank water dependent communities are directly exposed to concentrated ultra-fine particles and aviation soot that has been acknowledged by ASA and documented by the International Civil Aviation Organisation (ICAO) to directly affect air quality and human health of those exposed up to heights of 3000 feet and below.

With the forthcoming trial period included in this time frame ASA since its PIR report has had the option sought by the community on the drawing board for 2 ½ years. The air space concerned is already CASA approved.

It is time for **FINALISATION.**



Motion put forward by: Sharon Fotheringham

Seconded: Cathy Minnucci



30/4/24