



Committee Secretary
Senate Standing Committees on Rural and Regional Affairs and Transport
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30th April 2024

To whom it may concern,

Supplementary submission regarding the Federal Senate Inquiry into the impact and mitigation of aircraft noise in capital cities and regional towns

Additional recommendations:

That this Inquiry examine the Nature Positive laws and the role of Environment Protection Australia (EPA) and Environment Information Australia (EIA) in the delivery of noise mitigation.

The Inquiry recommends that:

- The EPA be given statutory power to mitigate aircraft noise.
- The EPA regulate proposed flight path and airspace designs to ensure aircraft noise levels are as low as possible over sensitive receivers, such as suburban areas and wilderness areas.
- The EPA require that major flight path and airspace proposals, such as those for Western Sydney International Airport, be determined by an independent expert commission of inquiry so that aircraft noise is mitigated to as low as possible.

Discussion

Flight path designs are currently approved by the Department of Infrastructure, Transport, Regional Development, Communications, and the Arts, which is also the proponent of

these airspace designs. Further, assessment and determination processes for airspace designs have no legal obligation to mitigate aircraft noise.

The advice of the Minister for the Environment and Water regarding airspace designs can be effectively ignored, as current laws only require that the Minister's advice be considered. Submissions to flight path design proposals regarding aircraft noise have little effect because there is no separation between the proponent and approval authority and no effective legal obligation to mitigate aircraft noise.

Better noise mitigation would enhance the lives of the majority of Australians living in urban areas.

Thank you for the opportunity to make a supplementary submission.

Yours sincerely,

Keith Muir
Hon. Project Officer
Wilderness Australia