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Senate Standing Committee on Rural and Regional Affairs and Transport  
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re: Inquiry into the effectiveness of Airservices Australia's management of aircraft noise

Committee Secretary:

I wish to make a late submission into the Inquiry into the effectiveness of Airservices Australia's management of aircraft noise. Although some references are cited below please advise whether a submission could still be undertaken for lodgement next week.

The terms of reference for the relevant inquiry are as follows:

An assessment of the effectiveness of Airservices Australia's management of aircraft noise under its responsibilities to provide air traffic services and protect the environment from the effects associated with the operation of aircraft for which it has legislative jurisdiction.

In undertaking this inquiry, the committee shall consider whether Airservices Australia:

- (a) has conducted an effective, open and informed public consultation strategy with communities affected by aircraft noise;
- (b) engages with industry and business stakeholders in an open, informed and reasonable way;
- (c) has adequate triggers for public consultation under legislation and whether procedures used by Airservices Australia are compliant with these requirements;
- (d) is accountable, as a government-owned corporation, for the conduct of its noise management strategy;
- (e) 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;
- (f) requires a binding Community Consultation Charter to assist it in consulting fully and openly with communities affected by aircraft noise; and
- (g) any other related matter.

Airservices has failed in its function under s.8(1)(d) of the Airservices Act for numerous reasons presented later in this email.

Airservices functions include the following.

(d) carrying out activities to protect the environment from the effects of, and the effects associated with, the operation of:

- (i) Commonwealth jurisdiction aircraft, whether in or outside Australia; or
- (ii) other aircraft outside Australia;

The reader can peruse the chapters on Bankstown Airport at <http://www.epaust.info/wacef/aviationpolicystatement.html> in order to see how the protection of the environment from the effects of, and associated with, the operation of aircraft failed for the residents of the Bankstown area. This included Airservices stating on the noise complaint hotline that they were only concerned with Sydney Airport and only supplying complaint forms for Sydney Airport at the time, equipment registering minus altitudes, and tracks not picking up aircraft due to pilots not utilising transponders enough. A major personal issue also related to the Airservices Australia hotline directing police to my place of residence under the suggestion of risk of self harm and that it was policy. The police, however, would have been too late and the suggestion that it was policy was retracted.

Issues with the Airservices Noise Inquiry Hotline and the Noise Flightpath Monitoring System for the Bankstown area can be also be found on video at:

<http://www.youtube.com/watch?v=DAygCwMvhqk>

One Airservices operator summed up a major issue for the community by suggesting that:

*'I suppose with all complaints they take them into consideration that's not to say that will bring about change'.* [Aircraft Noise Complaint Hotline,

<http://www.youtube.com/watch?v=DAygCwMvhqk>]

In addition to this although Airservices have lease arrangements with Shellharbour Council for a non-directional beacon at Wollongong Airport no such arrangement exist for a Noise FlightPath Monitoring System. This is noted in the response received below.

**RE: aircraft noise**

Friday, 8 May, 2009 3:02 PM

From:

"SY\_CCR"

To:

"sonya mckay"

Cc:

[records@shellharbour.nsw.gov.au](mailto:records@shellharbour.nsw.gov.au)

Dear Ms McKay

*Your complaint has been recorded as Number 216869. We do not have any arrangement to pass on such complaints to the airport owner or operator for this particular airport.*

*There is no noise monitoring system in your area.*

*If you wish to discuss this matter further please call this office on 1800 802 584.*

*Regards*

*Viv*

*Noise Enquiry Unit.*

*Airservices Australia*

This lack of environmental protection has exacerbated environmental problems for Shellharbour residents regarding Wollongong Airport due to additional issues with Shellharbour Council's lack of genuine public participation, and genuine environmental assessment, into the major infrastructure changes at Wollongong Airport. This can also be seen at <http://www.epaust.info/wacef/aviationpolicystatement.html> under the headings of:

- [Runway Upgrade](#)
- [HARS](#)
- [TopGun Flights ex-military jet aircraft](#)
- [Elite Jet](#)
- [TouchDown Helicopters](#)
- [SkyDive The Beach](#)
- [CHC](#)

Further issues regarding Wollongong Airport can be found under the heading of:

[Reasonable apprehension of Bias](#)

[Airport Committee](#)

[Independent auditor](#)

[Cleary Bros](#)

[Table of planning issues](#)

**[click here] to see the SUMMARY submission so far**

[Shellharbour Council Inquiry response\(minor changes\)](#)

Relevant video can also be found under the heading of:

AT WOLLONGONG AIRPORT ANYTHING GOES

PRIME MINISTERS VISIT CAUSES CONCERNS

**WOLLONGONG AIRPORT:**

Issues over developments and persistent aircraft noise exist at Wollongong Airport without the aid of any genuine environmental protection from Airservices, or elsewhere. This has left the community in the hands of Shellharbour Council which is looking into the feasibility of introducing larger aircraft to utilise the airport. A council that owns and operates the airport, that has acted with a feeling of intimidation, discrimination, and lack of genuine sense of protecting the well being of those which it has jurisdiction over. Irregularities appear to exist in the development application process. Confidence that this will be ever be adequately addressed is not forshadowed with Shellharbour Council's use of a real estate business to oversee whether or not due process has occurred at Wollongong Airport. A real estate business that has also held the hat of proponent for an aviation business at the airport. A business that has also utilised developments that it has audited in order to incite sales towards property adjoining the airport for its own real estate business.

So many issues have existed with Bankstown and then Wollongong Airport over the years and none of it is has been properly looked into. A holistic, and possibly national, approach is desparately needed. A look at perception of conflict of interest and possible corruption also needs to take place.

Sonya McKay

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