

**Senate Standing Committee on Rural & Regional affairs and transport.  
Inquiry into the effectiveness of Airservices. Australia's management of aircraft noise.**

**Submission – Derick Frere**

**Representation**

I have served on various committees and forums (SACF, TF3 etc) since 1994 when the third runway was opened and we experienced really bad aircraft noise for the first time at our house in Turramurra (where we had lived relatively noise free since 1983).

With only limited success from some 1,000 hours of service on this issue I have also made 3 T.V. Commercials and various other media events to bring added pressure to this issue which, as the previous Senate inquiry concluded, was “Falling on Deaf Ears”.

I make this submission as a private but very informed citizen.

You will notice that it is short and to the point as I do not see the need to repeat from other submissions.

**Summary**

That Air Services do not manage aircraft noise well is inescapable particularly given their charter and who they are responsible to.

However, what has proven to be equally inescapable is the simple fact that ASA and the community can work together to achieve win-win scenarios if there is a reasonably level playing field and the will to do so.

**Sydney**

My experience is limited to Sydney where we have achieved both good and bad outcomes. Therefore, I'll focus on ASA and future improvements in Sydney. (which may well also be beneficial for other airports as well)

**What can be done to improve the current situation?**

1. To achieve anything remotely approaching a level playing field the community need the services of a Community Advocate. To keep abreast of all the issues including the sometimes overly technical ‘gobbledy gook’ sprouted by ASA we need someone who has the time and expertise to represent the community. I note the excellent job done by the Community's one and only official advocate, Mr Tony Williams who's tenure was recently terminated.

**Why was the Community Advocate Position terminated?**

The first reason from Minister Albanese was ‘Budgetary’ “due to the GFC”. When we (the community) found that monies raised for noise amelioration were some \$2 million more than those expended, Minister Albanese changed his explanation to one along the lines of ‘all members of SACF are community advocates’.

However:

(a) The ACA position costs approximately \$100,000 per year out of an industry operating budget in the \$billions!

(b) Members of SACF or the community (like me) simply don't have the time or resources to do the job properly. Taking my case as an example in point – I have put approx 1,000 hours of my own time into this “problem” plus numerous unreimbursed expenses including airfares to Canberra etc (i.e. all pro bono). Is this reasonable? Please consider that there are many others including John Clarke, Kevin Hill and Robert Hayes whose commitment is triple mine.

We simply don't have the resources to do the job on a casual, part-time basis. When ASA employ consultants they pay top dollar. The way the Community Advocate position has been treated is an insult to the hundreds of thousands of Australians affected by aircraft noise.

## 2) **SACF**

Over the years the Sydney Airport Community Forum has operated reasonably effectively (with the community and Air services sometimes working together to achieve reasonable outcomes). The current situation is at a low point however with most discussion effectively closed down by the Chair.

This writer remembers only too well the totally different position and posture taken by this same person years ago under a different government!

Please note that I am too old to seriously expect a fair go irrespective of which party is in power. However, we as human beings need to have at least the perception that a fair go is possible.

Aircraft noise ruins people's amenity (lives). I wonder if this Senate Inquiry has the ability to at least restore the perception or façade of a 'Fair Go'?

Thank you

Derick Frere