

I am writing to join the many other residents in expressing my horror at the recent changes to air traffic over Glen Forrest, Western Australia .

In August 2003 we moved to a little known area at the back of Glen Forrest on the Darlington border, to an area designated as Rural Landscape Living, these blocks vary in size from 2 acres to upward of 20 acres, all with one thing in common - the amazing peace and tranquility of a real rural lifestyle. I still have the real estate details for the property that we moved to (and would be more than happy to provide a copy to any interest parties), the caption is "Listen to the Quiet" - followed by "have you ever dreamt of living in total tranquility and serenity amidst natural bushland". This has been true for the last six years we have never had any air traffic with the exception of the occasional water bomber and an occasional light recreational aircraft - in fact the noise of an aircraft usually has us running outside to find out what is happening.

We used to wake up in the mornings to cockerels and native birds, but now we are constantly buzzed by aircraft. On 16 June between 5.30am and 5.00pm over 53 aircraft were audible and visible from our property ( Barham Road ) on their approach to Perth Airport - how can this happen?

In an article in "The West" on 13 June 2009 a spokesman for AirServices Australia said "it was concerning if residents believed they had not been notified of the changes".

"Concerning" is hardly the word that I would use, and I do not "believe" that I haven't been notified, I KNOW that I haven't been notified. The spokesman for AirServices Australia continued that "the suburbs concerned were not new to aircraft noise" - this is quite blatantly untrue and to be honest very insulting, has the spokesman ever lived in Glen Forrest or perhaps even visited Glen Forrest to see the rural lifestyle sustained in this community. Perhaps some residents close to the Highway may have heard the occasional aircraft landing over Swan View in the past, but that bears no resemblance to the constant noise we are now suffering and those of us living at the back of Glen Forrest have never heard any noise from either take off or approach.

My understanding is that approaches to Perth Airport have in the main been across Swan View and down Swan Valley towards Guildford, naturally the prices of property in this area reflect the fact that aircraft noise is present and a local search provides these details for prospective buyers giving them the opportunity to make an informed decision as regards buying a property in this area. A recent (25 May 2009) Local Authority Search for our property shows no aircraft noise, the footnotes do however state that "some properties within Bellevue, Greenmount, Midvale, Helena Valley and Swan View may be affected by aircraft noise contours from Perth Airport" - so quite obviously Glen Forrest was not affected. It would appear that this would confirm that The Shire of Mundaring has had no input with regards the change of flight paths and naturally due to these changes the value of our property in both real living and monetary terms has quite simply plummeted, since the new "racecourse" pattern of approach to Perth Airport has been implemented. Whereas aircraft coming in to land over Swan View were "throttling back", reducing power all the time and therefore reducing noise over the suburb, the aircraft flying over Glen Forrest are having to keep power on to maintain height and increase slightly to bank round over Paulls Valley and as such engine noise is in fact increased. I would appreciate a written response to this email explaining fully the process which was undertaken to ascertain the impact on communities from the redirection of flight paths, together with how AirServices Australia is planning to work with the communities to

ensure that quality of life in the affected suburbs is returned to an acceptable level.

We are supposed to live in a democratic country, can you explain how your actions reflect this?

The Perth Hills have long been known as a tourist attraction, offering people the opportunity to enjoy nature and as an escape from the pressures of working life - how do you feel the Perth Hills can be marketed to tourists when there is a constant drone of aircraft? Have you looked at how this might affect businesses - how many people would still wish to hold their wedding at Darlington Estate Winery (one of WA's premier venues with a beautiful outdoor setting) when their vows are constantly interrupted?

We are able to make out which airline is flying over us from the ground, why do the aircraft fly across Glen Forrest at such a low level, when they then have to fly down to Byford area before turning and commencing final approach?

Please advise which residents were contacted by WARRP and also which publications were used during the 3 year period to advise communities of impending changes.

Please advise when the next meeting of the WA RAPAC is due to be held as in the minutes of the meeting on 6 March 2009 it was noted the following with regards to a submission by WARRP: Late correspondence received by the Secretariat. Because of the detail contained the Chair deemed it appropriate that the matter be held over to enable the membership to review.

The proposal was agreed.

Please also confirm when CASA approval was given for this new routing of aircraft.

I look forward to receiving your response.

Regards,

Mandy Skeates