

Dear Ms Radcliffe,

The recent publication of the ASA Canberra Airport 2009 Q3 Noise and Flight Path Monitoring System (NFPMS) report raises further questions about ASA's management of aircraft noise necessitating a supplementary submission.

The Q3 report states that *'the loudest aircraft type detected at the Hackett monitor was the Beech Baron B58 (departure off runway 35) with an average LAmax value of 64.6dB(A)'* (Executive Summary p2). The attribution of **average** maximum noise levels to *the 'loudest aircraft type'* is nonsensical and meaningless. Peak noise levels are determined by the aircraft's flight path relative to the noise monitor, its height and mode of operation and that is what is heard by residents. The resort to average noise levels presents as a process designed to reduce or discount problematic noise readings. My cursory monitoring of the Hackett noise monitor revealed a similar Beech Baron BE58 aircraft subjecting the Hackett noise monitor to 73 dBA of noise, nearly double the noise of the claimed average maximum. Another light aircraft delivered noise of 83 dBA to the Hackett noise monitor. Residents primary interest is in the maximum noise level, not averages, and noise reports need to describe and attribute noise in the raw terms heard by residents.

In regard to jet movements in Q3, there were two military jet movements of 96 and 75 dBA, and numerous Qantas B737-800 movements up to 69 dBA while undertaking RNP departures which track the aircraft closer to Hackett than the standard departure path that has existed for at least 40 years. It would appear that the averaging mechanism has been used to somehow discount these flights from mention.

The Hackett noise monitor was installed to *'correlate noise with jet arrivals and departures north of the airport'* (p12 of the report), but it is impossible to determine from the Executive Summary (p2) or the summations at p11 and p12 what the noise affects of jet movements to the north of Canberra Airport currently are on residents of Hackett. It is equally impossible to deduce from the Q1-Q3 reports what the affects will be of future jet movements in the sleeping hours - a key issue in Minister Albanese's opposition to a curfew and approval of a 24 hour international freight hub, particularly as RNP departures become the norm. The ASA reports have failed the primary purpose of the Hackett noise monitor installation.

I continue to contend that Airservices Australia's management of aircraft noise is totally ineffectual from a residents' perspective and is designed to neutralise and distance resident' discontent from the government of the day and foster airline operation largely to their desire.

In regard to the Ombudsman documents in my earlier submission, I have not heard anything further from the Ombudsman so assume that ASA has not replied to him.

Kind regards, Geoff Willans