

To the Senate Inquiry,

I apologise for the lateness of this submission, however it was not until 2 days ago I was even aware that an Inquiry was happening.

After noticing a marked increase in number, and spread, of aircraft flying over our home, I started out by registering a 'Noise' complaint with Air Services. Whilst their responses were quick, I was left with the feeling of being respectfully 'deflected'.

The first response indicated that whilst the area in which we live is situated between and close to the flight path for aircraft using Jandakot Airport, a change some time ago actually reduced the number of flights over Melville. However, that there would also be occasions when a number of the smaller aircraft operated over our area.

We are living with the evidence that this is not correct.

For many months, I have blundered through what feels like a mire of information regarding 'Flight Path/ Air Services/Perth Airports'.

After persisting with my enquiries, I was informed by Air Services that:

'There are community consultative groups for both Perth and Jandakot Airports. I may wish to contact my local representatives because they are the ones who will be able to advise me on the decision making process regarding flight paths around the airports.'

The final reply was:

'Airservices is the final arbiter in the decision making process. Whilst the input of the community is taken into consideration the final decision is based on a combination of safety matters, airspace usage, traffic management issues, and environmental issues. The environmental issues include both aircraft noise and aircraft emissions.'

It would appear that the suburb of Melville, and surrounding areas, is now negatively impacted by the noise of 3 flight paths.

- a) A pre-existing, west moving, departure flight path from Perth Airport (which have considerably increased in number)
- b) A NW departure flight path from Jandakot Airport (most intrusive)
- c) A North moving landing flight path to Perth Airport (which veers east at about the Swan River). Whilst the flight of these large 'international' type aircraft is purported to be temporary, we understand that the flight-path directly over our house remains.

The Melville hill is one of the highest points in Perth Metropolitan area and it would seem that the water storage facility near us, is being used as an aerial marker by small aircraft from Jandakot Airport.

Whilst becoming increasingly concerned about (a) due to the volume of air traffic and increasing number of low flights, we accept the noise intrusion of westbound departure flights from Perth Airport, as a pre-existing condition of when we first bought our block 25 years ago. The continual stream of aircraft from Jandakot (b), and the north bound landing flight path to Perth Airport (c), was not a pre-existing

condition.

We consider the obvious change in flight-path policy to have a considerable negative impact on our amenity, especially in our backyard on the weekend. It has reached the stage that instead of noticing the intrusion of 'fly-overs', the absence of them is noticeable. Frequently we have the noise of two or even three flights at the same time, or as the noise of one diminishes another begins. The length and level of noise vibrations caused by the increasing number of helicopters using this flight path is also extremely intrusive.

My correspondence with Air Services left me with the feeling that decisions were being made with growth in the 'Airport Business' being the priority, and relevant information about these decisions is very difficult to discover. However I do also get the feeling that Air Services are very restricted in their ability to limit growth of 'airport business', and they are simply trying to manage that growth as best they can.

In one of my e-mails to Air Services I said that, ' **What disturbs us is that at no time have these 'changes' in air traffic flight paths, which impact on the amenity within our homes, been widely publicised. It would appear that we have to guess at what is being done.**' I also asked if there was somewhere where we could access such information, so we could track the history of such decisions.

~ I have had no response to this question.

Since then I have been trying to gather information about 'flight paths' to and from Perth airports. I perused the '**community consultative groups**' suggestion and have been in contact with the City of Melville and our local Council representatives, however, whilst I was acknowledged respectfully, there was no way forward. It would appear that there is no City of Melville representative on the consultative group advising on decisions about movement of aircraft to or from Perth Airport. (Even though a significant part of the City of Melville is impacted by noise from these flights.)

With each step, I have been given links to a huge amount of what I consider to be an overwhelming amount of PR/General Information material, which is not really relevant to the questions I have asked.

This has been a difficult and time consuming process, and I am left trying to fill in the gaps. Effective and proper 'Public Consultation' should not be so challenging. Finding information about 'Flight Paths' should not be so difficult for average residents who are impacted by these decisions.

I sincerely hope we are not wasting our time going through this process. It is as if there is a contract that binds the former public owners of airports (the governments of Australia, on behalf of the Australian public) to allow the current private owners private commercial development, at the expense of the community at large.

Sincerely,

Patricia French