

Verbal submission Senate Enquiry:

My full name is Sharon Cathlin Fotheringham and I reside on 157 acre rural property at 1253 Arthur Hwy Forcett at the commencement of the short flight path. I have resided here for 40+ years and despite the falsities of AS was never previously overflown.

Since 2019 I am now subjected to extreme negative impacts of 3 paths:

1. RNP-AR short path which operates 75 % of year due to wind direction.
2. RNAV – long path
3. Departures.

These paths all diverge at directional point BAVUW behind my home.
- I am subjected to all arrivals at Hobart Airport when predominantly northerly wind blowing.

In summer this is 35 % of time and

In a busy winter 98 % of the time.

- flights I believe below 2000ft **too low**
- dB readings on a regular basis of 93+ dB **too noisy**
- **health issues** in regard to air quality and effects on our **water supply** (tanks) by aircraft emissions **too polluting**
- **ICAO reference air quality affected up to 3000 feet.**

- THE COMPOSITION OF AIRCRAFT OMISSIONS IS BELIEVED TO BE EXTREMELY CARCINOGENIC

Negative effects of these paths for 18-22hours depending on frequent late arrivals

The current NAP trial has not changed any of the above personally for me as planes are now flying hap hazardly over my property and the NAP is being continually breached.

AS has admitted to quote: **“outside tower hours airspace is uncontrolled and application of the NAP is at the aircraft operators discretion and adherence is not mandatory.”** *FLIGHT SAFETY ASK*

The manner in which this trial has been initiated has been done in my personal opinion with the expectation it will fail and AS will do nothing to rectify the current negative impacts we are further subjected to.

Health issues:

Relaxation and enjoyment I gained from gardening in my front and back yard is no longer experienced due to constant noise and sight invasion from planes and the total loss of privacy and peace.

Since 2017 my sleep quality has deteriorated drastically with trouble getting to sleep and remaining asleep due to constant plane invasion.

Chronic migraine greatly increased due to high dB noise. Approx. 2 years ago I experienced one of the worst migraines with:

1. Vomiting/dry reaching
2. Paralysis – which can lead to stroke
3. Sight and speech impairment
- 4.Noise is intensified by up to 100% - imagine trying to cope with dB readings of 186dB?

This migraine continued for 2 days with excruciating pain brought on I believe by the fact that my peace and tranquillity had been shattered and this took me to a very low place where I experienced a

great sense of hopelessness. I realised luckily the only out was to fight back and not be intimidated by this corporate entity pushing its own agenda over the rights of an ordinary person and that's why I am here fighting today.

MENTION HERE JJ

The **duration, frequency and particularly the intensity** of migraine has increased since 2017.

I have received medical attention for depression and anxiety.

My experience with AS has been totally negative. I consider the AS board and most staff to be:

1. Totally incompetent
2. Totally unaccountable and unanswerable for the negative and unacceptable situations they have imposed on my community and myself.
3. Display no empathy to communities
4. Autocratic, dictatorial, bullying and harassing in their attitude to community.
5. Do not understand the term community engagement.

The last 3 community engagement sessions in our area **they did not permit group discussion and to ensure this provided absolutely no seating**. This was particularly hard for older participants who did not remain for a long period which is exactly what AS wanted.

At 2 of these sessions our group submitted a **motion to Tim Gill seeking change and finalisation** and to date this motion has been totally ignored and certainly not acknowledged. How is this type of attitude community engagement? I tender this motion to you.

Solutions:

My community definitely wants permanent relief from the short flight path which as stated is

Too low

Too noisy

Too Polluting *Mention JFJ*

But due to this ongoing fight of 5 – 7 years many community members are burnt out and exhausted and are relying on this group appearing before you to continue the fight.

For our community the **final permanent** solution must be the **closure of the short track** and AS implementing the 2 suitable, safe options already presented to them by the community and as stated by Dr Terhorst.

Other solutions for communities Australia wide should be:

1. **Airport curfew** to provide minimum 8 – 9 hours to affected communities by flight paths
2. **Mandatory control of noise levels** similar to those imposed by Europe and stipulated by the WHO.
3. **Flight paths over water and over sparsely populated areas** where available and suitable – higher flight paths. The short track is over the most populated area of the Tasman Peninsula and both these stated solutions are available.
4. **A review of all flight paths under ²⁰⁰⁰ 5000 feet** should be initiated
5. **Flight path principles need to be reviewed because they do not match current community expectations e.g. too low. Principles that were applied pre 2020 cannot be located.**
6. **ANO needs to become an independent entity** with a drastically improved and strong Charter.

7. **Community consideration and safety must be on a par with aircraft safety.**
8. **Flight path creation must be completed within a mandatory period** and not permitted to be ongoing for 5 – 7 years as is occurring with my community and the issue still remains unresolved.
9. **Current ASA Board needs to be replaced** and a strict **Code of Conduct** be implemented particularly in regard to the manner in which ASA staff interact with communities.

In 2018 Senator Janet Rice attempted to implement change in the aviation industry and the manner in which ASA operates and failed in this attempt ^{OUR GROUP & THE} ~~my~~ community ^{ARE} ~~and I~~ are hoping that this Senate Enquiry will achieve in 2024 what Senator Rice could not achieve in 2018.

I thank you for permitting me on behalf of my community to voice opinions hopefully for change.

IF ASA GETS THE FLIGHT PATH CORRECT IT SOLVES ALL PROBLEMS

- DON'T NEED CURFEW
- DOESN'T HAVE NEGATIVE EFFECT ON TOURISM OR BUSINESS
- DOESN'T LIMIT FLIGHT TIMES

CURRENTLY THE FLIGHT PATH OVER FORCETT, CARLTON RIVER, & PRIMROSE SANDS

IS TOO LOW
TOO NOISY
TOO POLLUTING -

Shane B. Gillingham