

" Without Prejudice"

1. Notification

Having moved to Mirrabooka only 18 months ago and having investigated the area to make sure that we were not on a flight path we were horrified to be told that recently there had been changes to the flight path that it would no longer fly the existing route of over Pearce Airbase but now over our house.

Having noticed a huge increase in air traffic and noise flying directly over our house in the last 6 months prompted calling the Air Noise Complaint Line leaving details to have someone call back. This in itself was difficult in that not having someone responding to the immediate issue in hand did not have advice at hand to deal it. Apart from the delay the information received from the noise complaint line was not consistent.

Initially being advised that our issue was a temporary one due to the Easterly wind blowing and that the flights were being temporarily diverted and would resume to a normal path.

But the wind stopped blowing but the planes did not stop flying and the noise did not abate which prompted further calls to the air noise complaint line. This time the information received seemed more accurate in line with what we were experiencing in our complaint.

We were advised that we were now on a flight path and if you wanted to do something about it to contact your local member of parliament to complain to them.

We did this and were advised by the secretary that apparently it was due to an easterly blowing and that the flight path would resume its previous route in due time. And that's all there was to it.

When we asked the noise complaint line when the changes to the flight path had occurred we were advised that it was a done deal and that the community had been consulted and there was now nothing other than again complaining to the local Member of Parliament to do something about it.

We had no knowledge of any community consultation in our area nor was our local council aware of the flight path change.

Also refer to the meeting that occurred is between Air service Australia and Local federal members of parliament be acknowledged as a 10/07/2009 be printed and added to this submission.

Thus that improvement and openness in future and regarding the lack of openness on current flight path issues be addressed and remedied.

2. Noise Reduction and fuel emissions

Seeing as there is apparently nothing that can be done to revert these changes in

the flight path and that as per the master plan that predicts a very large increase in air traffic in the next couple of years.

We ascertain that some form of compensation is in order regarding the immediate noise level issue including but not limited to:

Window fixtures

- a) Allow for window construction to be readily upgraded to double glazing in the future with reveal to for second frame;
- b) Special acoustic requirements for window frames; and
- c) Specific acoustic performance requirements – Laboratory tests data be performed verified and control on a regular basis in relation to an increase in air traffic.

Roof and ceiling

- a) Specific acoustic requirements for sealing roof;
- b) Timber framing or insulated metal framing;
- c) upgraded acoustic performance for ceiling;
- d) Consideration of loaded vinyl barrier above joists for future protection from aircraft noise;
- e) Closing / sealing of eaves;
- f) Insulation of ceiling void; and
- g) Acoustic attenuation for vents through roof.

Attention to sealing all gaps is critical to successful noise amelioration.

And that compensation be awarded for noise pollution and damage caused by fuel emissions attributed to the airplanes flying directly overhead including but not limited to solar panels and solar hot water systems and vehicles exposed to these fumes.

3. Moving Cost

That an identical house in a similar position on a non flight path zone be found and that moving costs and difference in price of housing be compensated to us.

As well as compensation for the trouble of moving itself and uprooting our children from their school and friends.

4. Affect – physical –social

The lack of sleep caused to ourselves including our children be compensated

And that check ups for potential damage to hearing and lung and any other physical damage caused by fuel emissions also be paid for by the Department of transport in charge of the airport flight plans.

That the very real fear of something falling out of and/ or off the plane including aviation fuel and or but not limited to the plane itself be acknowledged and also compensated for. That emergency response plans are in place should this occur.

That the fumes from the fuel emissions be monitored as well as the noise levels on a regular basis and must conform to Australian Environmental Safety standards. And that fines with severity be imposed for breach of these standards.

5. Lack of monitoring

That the fact that the noise abatement monitors are on current and established flight path but do not take into account this new flight path be installed and monitored

And the as per above fuel emission and environmental standards be implemented and monitored.

In relation to the Airport Master Plan Perth WA.

As per the airport master plan itself the maps provided are outdated and not representative of actual current occurrences that included the new flight path and do not denote possible future expansion and additional flight paths demographics and projections.

Yours sincerely,

John Green and Family