

Submission to the Rural and Regional Affairs and Transport Committee Inquiry

1) Communication:

a) Any prospective or approved changes to any flight path should be notified to local Council authorities within a radius of 20 km of the actual flight path at least two months prior to final submissions and then at least one month prior to public release. This will allow time for the Local Council to advise affected parties.

b) Registered owners (those who rate notices are sent) of a property that will be affected by a change of flight path should be notified by mail that a change to the flight path is being investigated and therefore have a right of reply.

2) Land development

Land developers in areas affected by changes to flight paths within 10km on a horizontal scale should be advised of the new flight paths. These changes to be included in the conditions attached to the land sale. Existing flight paths within a 10 km radius should also be included in the conditions attached to a land sale. Failure to do so should result in a penalty and the right of the purchaser to claim compensation from the land developer.

3) Existing Housing

Purchasers should be advised on their offer and acceptance that the prospective purchase falls within a 10km radius of a flight path. Registered Real estate agents within an affected Local Council should be advised of existing flight paths, or proposed or approved changes to flight paths. Failure to disclose by either the Local Council or the Real Estate Agent should result in a penalty. Prospective rental tenants should also be advised prior to signing the lease that the property is subject to or will be subject flight path noise.

4) Compensation

If, as has happened in the recent flight path changes in WA, particularly over the hills areas e.g Bedfordale , Sawyers Valley and built up areas areas such as Harrisdale, no prior notification is given to a purchaser that their new property is either subject to a flight path noise, or will be subject to flight path noise, some compensation should be given. This can be either be

a) in a reduction in the property rating scale by the Local Council who in turn will be reimbursed by the National Department of Transport.

In fact any property affected by flight path noise should be given a reduced rating scale to compensate for an obvious fall in property value, or for the less attractiveness of that property to sell. Registered valuers should have a code or listing of standard valuation changes likely to occur. The rating can be scaled depending on level of noise from the flight path as per the rating scale below.

b) Direct financial aid to sound proof the residence depending on the rating scale.

5) Rating the level of noise.

Noise levels should be rated depending on cruising level, descent level, turning level preparing for descent, take off level and banking level following take off, and whether the flight path is directly overhead or a sliding scale depending on distance from the vertical to a maximum of 10 kms, and the frequency of aircraft and type of aircraft. These should all be factored into the rating.

6) General

One issue I found particularly annoying was being woken up at all times of the night and early morning when planes were directly over my property and adjusting the jet engines as they prepared for the descent. This caused distress to myself and my wife.

We were not advised by anyone that the changes were to take place. I did lodge a complaint through the airports website.