

David Parkhouse

## **Inquiry into the effectiveness of Airservices Australia's management of aircraft noise**

### Submission

We live in Glen Forrest and noticed a dramatic increase in aircraft movements directly overhead. After waiting to see if the frequency would revert to its previous pattern and finding it did not, I made enquiries with Airservices Australia and told that this was due to a relocation of flights to provide certain areas with 'respite' – when I enquired when we would be eligible for respite from the noise I was told there was nothing to indicate that this would happen in the future – this was a permanent change.

I was provided with 2 maps 1 year apart that showed the aircraft flight paths. The map relating to day of my complaint (which included flights every few minutes overhead) showed the flight paths funnelled into a narrow corridor directly overhead. The one from a year before showed a far more even distribution over a greater area.

It was extremely difficult to actually find anyone who could provide any information. The Shire and MPs pointed towards Airservices Australia and Perth airport. Perth airport stonewalled me and Airservices Australia palmed me off to their complaints department which must be very busy. There was a complete lack of consultation let alone public notification prior to the change being implemented. The first I became aware was when the intensity of aircraft flights and noise increased by orders of magnitude.

The noise and disruption resulting from the change were immediate and obtrusive. With windows closed we are woken in the early hours by the whine of aircraft low overhead. Formerly tranquil community events or domestic times are disrupted by noise. At times aircraft fly overhead only minutes apart for hours. One of the reasons we bought in the hills was because of the character of the environment which included a lack of noise pollution. We did not expect to be living effectively at an extension of an airport runway. We are prepared to suffer the occasional intrusion from aircraft but this change amounts to an assault on the senses. This of course has an impact on our enjoyment & amenity of the area and will affect property prices, and the range, number and demographic of prospective purchasers when we come to sell.

Looking at the paths now taken by aircraft it is not evident why they are funnelled into a very small corridor which takes an easterly and then southerly dogleg over the hills before approaching to land, and if there is an explanation then I have been unable to find one. There would seem to be other more logical options that are ignored.

One of the more disturbing aspects of this situation is that Airservices Australia does not seem to be accountable to anyone. It seems able to arbitrarily impose its desires, rational or not, on the wider community with no consultation, no regard for the impact on the community, no consideration for reasoned arguments to change its decision. If there is a requirement for public consultation then this must not simply be a one-way

information exercise with the planned changes rolling out unmodified irrespective of feedback.