

Please find below a submission to the Senate Inquiry into Airservices Australia.  
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Airservices Australia has made **several changes** to the airspace over my suburb, Altona Meadows, since I bought my house there and all without any public consultation or even any notification.

In 1996 they moved a major light aircraft coastal flightpath straight over my house - they even gave the GPS co-ordinates for this route in their on-line Visual Pilots Guide which ensures that most light aircraft (all propeller craft, private jets and helicopters) flying anywhere west of Melbourne now flies straight over my street. In spite of this and in spite of my complaints they denied for a long time that there was a flight path - I had to resort to FOI to get the truth about when and how the airspace was changed.

I have attached AA's own Environmental Assessment of this change in flight path (obtained under FOI), along with two letters from AA both of which deny there is a flight path or that any changes had occurred:

*(See attached file: Env Assess 1996.pdf) (See attached file: Another AA denial.pdf) (See attached file: AA's denial.pdf)*

This change was made without even notifying the community - the Environmental Assessment states that 'There is no indication of any community consultation having taken place'. It goes on to say that 'Due to the expected impact on the community, such consultation may be necessary' but I can assure you that, as a resident living right under the new flight path, I had no inkling of what they had done until I was suddenly inundated with light aircraft. I ended up being admitted to hospital shortly after from stress.

AA has a document entitled 'Principles and Procedures for Minimising the Impact of Aircraft Noise' which they are supposed to use when designing flight paths. I found this document by accident on their website - they never mentioned it in any of my dealings with them. The flight path over my house doesn't comply with any of these principles - when I pointed this out they said the principles weren't used because the document wasn't finalised in 1996! There has been no offer to review the flight path now that the document **is** finalised! They also say they can't use it for proposals in uncontrolled airspace because they don't know how many flights there will be (Refer dot point 3 below):

*(See attached file: Airserv complaints reply 3-10.pdf)*

This is in spite of their own description of this flight path in the Visual Pilots Guide (see page 69 below) which says to **take care when entering the route** due to the "**large number of VFR aircraft that use the route**".

*(See attached file: vpgmelb.pdf)*

In 2006 another change was made to the airspace in my area - this time moving the approach point for large jets approaching Melbourne Airport further south than previously to be now right over Altona Meadows. Refer attached Environmental Assessment (also obtained under FOI).

*(See attached file: Jet Env Assess.pdf)*

The justification for this is that the area is already impacted by aircraft!!! (Well yes it is now, thanks to previous airspace changes)! It's classic death by a thousand cuts!!

Again there was no community consultation, in spite of their admission that there would be a

CONSIDERABLE INCREASE in overflights.

Once you have had all this aircraft moved over your house, your only recourse is to complain to AA's Noise Enquiry Unit, which DoTaRS was at great pains to point out is only an information service and has no power to resolve any issues.

They did however confirm (very helpfully I thought) that I am in a 'horrible spot'!!!

I have made many complaints about individual flights and each time I have had the same response from AA which is that the aircraft couldn't be identified because it didn't lodge a flight plan, and besides AA has no jurisdiction over aircraft operating in uncontrolled airspace. All they ever say is either that the aircraft was not breaking the rules, or if it was, that they can't identify it.

Let's not forget that the rules are designed to benefit the aviation industry, not residents. They certainly don't comply with any Environmental Protection Laws that apply to all other industries.

I have also been told by DoTaRS that because I'm in uncontrolled airspace I am not eligible for any insulation or soundproofing, no matter how bad the air traffic gets. I can't use my garden anymore unless the weather is bad because on nice days I am inundated with joy flighters. I have often had to leave home on weekends because I can't stand the noise and stress. I am also increasingly being woken during the night by helicopters also using the route (all traffic regardless of whether it is VFR or instrument flying obviously use the same GPS coordinates).

AA has no intention of monitoring the amount of air traffic, their heights, noise levels, average noise exposure, noise exposure in relation to background noise or any of the things they are supposed to take into account.

So now I am supposed to put up with noise and aggravation that is wrecking my health, or move at my own expense and inconvenience!

And this is supposed to be a first world country!!