

9 November 1996

Noise Inquiry Section
Airservices Australia
PO Box 211
Mascot
NSW 2020

Dear Sir/Madam,

I am writing to register my dismay and to protest in the strongest terms about the very substantial increase in aircraft noise over our part of Kingsford Smith since the altered flight paths came into force.

It was my understanding that in the recent change of plans (following election of the new Government) the east-west runway would be used for a short period each day as a respite for those suffering under heavy use of the north-south runways. Well, fair enough, but when the new flight path turning sharply eastwards from the north/south third runway is operating it now brings aircraft almost overhead, relentlessly.

This new development does not do what it was alleged was intended, that is spread the noise far and wide, but concentrates it on those already affected by the additional noise from the re-opening of the east west runway. Despite public statements that it is the intention to share the misery, aircraft are not being spread evenly across the Eastern suburbs. Instead aircraft target a narrow area of Kingsford, Mascot and East Lakes.

I monitored aircraft movements on the first Wednesday of operation in the afternoon (attached). I am able to report that there was approximately one aircraft flying almost directly over my house every four minutes over a period of 4 hours in the afternoon, with very intense activity at lunch time. A similar situation continued on the following morning and similarly on many other occasions since the new regulations came in. It is added to by helicopter noise, and noise of smaller aircraft many of which fly low directly overhead. I have lived in the area for 20 years and am quite familiar with aircraft noise but the aircraft noise here is now is much much greater than it has ever been before and is intolerable to us. This seems pretty rough when, in contrast to those living under the third runway, we do not live under a legitimate runway approach and there has been no discussion or satisfactory planning process foreshadowing the changes to give us adequate warning of the current plight. I learned about the new plans on the Thursday before they came into operation from the front page of the local paper. In making our decisions about our own future we had carefully taken into consideration the real long term legitimate planning process for the airport and the safety and environmental statements with regard to the development of the third runway. Now at short notice, we are put in an intolerable position with effects essentially the opposite of those that should have resulted from the legitimate planning process, and with considerable safety implications.

Those under the third runway may feel hard done by. But they have been treated much more fairly than those like us who are specifically adversely affected by this current change and

have had no prior warning of it.

Since the new regulations came into force I have tried to contact you by phone many times (over several days) but have found the phone line always engaged. Therefore the number of complaints that you cite will be a gross underestimate.

I again protest in the strongest terms. If such changes, that are precisely the opposite of previous long term planning process, are allowed to proceed and governments are allowed to interfere in this way, no-one is safe. We might as well do away with the planning process altogether.

Yours faithfully,

Anne E. Allaway.

PS The planes are going over as I write this.

Aircraft movements monitored over my house on 23 Oct 1996 were as follows:
Wednesday

Started Monitoring Aircraft at 12.55

12.55 pm	2.13 pm (E/W)	3.26 (E/W)
12.59	2.15 (E/W)	3.35 overhead
1.03 (E/W)	2.18 overhead	3.45 (E/W)
1.08 (E/W)	2.20 overhead	3.46
1.10 (E/W)	2.23 overhead	3.53 (E/W)
1.14 overhead	2.25 overhead	3.55 overhead
1.15 (E/W)	2.26 overhead	3.56 (E/W)
1.21	2.30 overhead	4.03 overhead
1.23 helicopter over back	2.34 (E/W)	4.05 overhead
1.25	2.38 (E/W)	4.07 (E/W)
1.30 (E/W)	2.45 (E/W)	4.10 (E/W)
1.37 (E/W)	3.00 (E/W)	4.11 (E/W)
1.40 (E/W)	3.03 overhead	4.14 overhead
1.42 (E/W)	3.10 (E/W)	4.17 (E/W)
1.45 overhead	3.15	4.22 (E/W)
1.46 (E/W)	3.20 overhead	4.25 overhead
1.50 (E/W)	3.25 (E/W)	4.38 (E/W)
1.58 (E/W)	3.26 (E/W)	
2.00 (E/W)	3.35 overhead	