

27 Jan 2010

To the

Senate Standing Committee on Rural and Regional Affairs and Transport

Dear Secretary

I sent a submission by mail dated the 7 Dec 2009 for the Senate Inquiry.

Due to recent Jet flights now occurring in the Oakford area i would like to add this to my submission or include it as a new submission.

It seems that Oakford is now the flight path for low flying (abt 200 to 500ft range) Jet Aircraft coming mainly from a south/southwest direction or maybe from the Eastern States.

Recorded times, there have been others but not recorded.

Wed 27 Jan 2010, 4.02am, large jet low over our roof from a southern direction to Perth Airport

Tue 26 Jan 2010, 1.25am, light aircraft from Jandakot direction to the southwest (abt 200mt west)

3.48am, large jet low over our roof from southern direction to Perth Airport

Mon 25 Jan 2010, 2.17am, Jet low over roof, by the time i got outside the Jet was flying westward

Still low about the Rockingham area

Sat 23 Jan 2010, 11.30pm, Jet low over roof from southerly direction to Perth Airport

Fri 22 Jan 2010, 8.45am, jet low over roof from southerly direction to Jandakot/Perth

9.35pm, jet low over roof from south to Jandakot/Perth

Tue 15 Nov 2009, 3.53am Jet low over roof from southeast to Jandakot or Perth airport

Sun 13 Nov 2009, 3.57am, jet low over roof from southeast to Jandakot or Perth airport

As we are about 30k from Perth Airport and about 14k from Jandakot (in a direct line) the aircraft are not on their decent to an airport so there is need for them to be flying this low

Yours Faithfully

Edward Wroe

Monday 7 Dec 2009

To the  
Senate Standing Committee on Rural and Regional Affairs and Transport

I read the article in the Examiner dated Dec 3<sup>rd</sup> 2009 about the senate inquiry into aircraft noise. Will this senate inquiry also take into account the huge increase in light aircraft flying over and around Byford and Armadale and the very low altitude that they are now flying and doing their aerobatics.

About 10 years ago they changed Perth Airport and the flight paths of the Jumbo Jets so that they started flying low over my house in Thornlie. They were so low most of the time the noise was unbearable and very annoying. This was the major factor in my decision to move. 30k south as the Crow flies i thought would be far enough.

Now with the new changes i find myself in the flight path of some of these Jumbo Jets again and several more in the very close vicinity.

Light Aircraft is now becoming a bigger problem than the Jumbo's around Byford with the large increase in the amount of Aircraft and the very low altitude they are now flying. 30 to 40ft above the treetops is in my opinion very dangerous and only a matter of when an accident will happen and not if.

I have been woken up as many as four times between 11.30pm and 6.00am a few times and often can have 30 to 40 Aircraft flying over my roof or the very close vicinity in one day.

I wrote to Airservices Australia on the 27 Oct 2009 about this but was not happy with the reply as the reply and the actions of the aircraft do not appear to be consistent with the guidelines that Airservices have on their own website.

Airservices regulations to minimise the impact of noise states, for non jet aircraft weighing more than 5700kg it recommends a height of not less than 3000ft and for those less than 5700kg a minimum of 1500ft.

The few light aircraft that flew over Byford/Oakford originally flew high enough for the noise not to be a problem, so why can they not still do this

I stated in my letter that light aircraft were flying and doing aerobatics under 500ft and often as low as 150ft.

In one sentence Mr Dudley tells me that aerobatics should be above 2000ft then proceeds to tell me that the activities of the aircraft are consistent with what I have described in my letter. Obviously no one monitors or controls the Aircraft.

Mr Dudley states that civil air traffic in the area has grown 60% in the last five years.

That is not consistent with the growth around Byford/Oakford which has grown around 600 to 1000% in the last 18mth or so.

I mentioned that they could fly over the ocean were they would not bother anyone.  
The reply, large amounts of airspace around Perth and off the coast are under military control.  
Whilst down at Rockingham on Sunday 15<sup>th</sup> Nov 2009 for about 4hrs I saw at least 6 light aircraft  
(none military) doing aerobatics along the coast around 600-700ft, a long way under the 2000ft they  
are supposed to do aerobatics.

Mr Dudley mentioned the flight training schools based at Jandakot and the nearby Murray  
aerodromes.  
There are hundreds of miles of open space south of the Murray airfield so why should they be flying  
north over residential areas.  
Why should a few flying schools be allowed to fly so low as to ruin peoples sleep and quality of life  
when they can fly at 2000ft just as easy as 200ft.  
Surely there has to be some consideration of the impact of the noise they create flying so low.

Included are copies of the letter sent to Airservices and their reply, also a section of Airservices  
regulations.

Yours Faithfully  
Edward Wroe



To the complaints department Airservices Australia

Is there a limit to how low light aircraft can fly over residential and densely populated semi rural areas?

About 10 years ago they changed things at Perth airport which changed the flight path of the Jumbo Jets so that they were flying low over my house in Thornlie. They were so low at times the noise was unbearable and annoying.

This was the major factor in my decision to move. However now with the new changes I again have had Jumbo Jets flying low over my house and I live approximately 3k south west of Byford and about 30k south of Perth Airport, far enough away from Perth airport I would have thought and approximately 14k from Jandakot airport.

The major problem now though is the increase in light aircraft and how low they fly over my house and immediate area.

When I first moved here there was a few aircraft (aprox 10 to 15 a week) that flew over the area and did practice engine stalling etc but they flew high enough not to be noisy and annoying. As they were hard to see and looked like small shiny objects I would say they flew at around 1000ft or more.

Now there is often 15 or more planes a day flying over my house and immediate area plus noise from others up to 4k away and most of them flying 150 to 350ft and some less than 150ft so that a lot of days become a constant drone of aircraft.

The area seems to have become the major rout for light planes going north south east or west. I see and hear planes coming from various directions pass over my house and do circles or figure 8s and turn north or south then 2min later are coming back over my house. They come from all directions north, east, west and south over my property and Byford then turn towards Jandakot or Perth.

There are planes coming over doing engine stalling, planes doing loop the loop and freefalling, planes where the pilot seems to think he is in a red bull race etc, all very low and dangerously low over what is now an urban and a 1 to 5 acre populated area.

There is also an increase in low flying Helicopters in the area practising their flying, flying around in circles etc and when they pass over my house 5 times in less than half an hour like a black and white one has done more than once it becomes unbearable.

I now also have low flying aircraft waking me up at anytime between 11.30 pm to 6.30am and this is happening sometimes 4 times in a night leaving me very tired and if I am out driving tired it can be just as dangerous as drink driving, this also does not help the blood pressure. It is now so bad it is ruining any TV or radio programs etc and there is no break from this at the weekends.

Being about 14k from Jandakot it is not as if they are on the downward approach to Jandakot or Perth so if the amount of aircraft cannot be reduced they can surely fly at the height they used to (1000ft or more) to keep the noise to a minimum.

When I moved to this area it was not so densely populated and Byford was not a large town but the area west from Hopkinson Rd to Kargotich Rd and south from Thomas Rd to Mundijong Rd has become very densely populated. In the last 18 to 24 months Byford has become one of the fastest growing urban areas in Perth and the area from South West Highway to Hopkinson Rd and from Thomas Rd south is also now very densely populated.

There is still plenty of very open ground south and west of Byford and Jandakot is not far from the ocean were the noise would not annoy anyone.

Yours Sincerely  
Edward Wroe



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Mr Edward Wroe

Dear Mr Wroe

Thank you for your letter dated 27 October 2009 about light aircraft operating over your property in Oakford.

I recognise your concerns and am sympathetic to the impact aircraft noise can have on everyday life. The greater Perth area is home to some of Australia's busiest and most complex airspace. Civilian air traffic in the area has reportedly grown by some 60% in the last five years alone, with Jandakot now Australia's busiest airport in terms of light aircraft operations. This airport services several flight training schools as does the nearby Murray Field aerodrome which is owned and operated by Australia's largest aero club, the Royal Aero Club of Western Australia.

Oakford is under an area designated for flight training and low level aerobatics on a 24-hour basis which, I understand, is a long-standing arrangement. Light aircraft may operate within this area from ground level up to 6,000 feet above sea level, however, aerobatic flying is restricted to above 2,000 feet. The activities described in your letter appear to be consistent with the type of operations that are permitted in the area.

Large amounts of airspace around the city and off the coast are under military control with limited availability to civilian aircraft. This situation has seen the eastern side of Perth develop as the major gateway for commercial aircraft operating to and from Perth and Jandakot Airports and flight training areas set aside in low level airspace to the south where you note residential growth is now occurring.

The Civil Aviation Safety Authority is responsible for airspace regulation in Australia and is the appropriate government agency to further discuss your concerns. You may wish to contact them by mail at GPO Box 2005, Canberra ACT 2601, or phone 131 757 (local call cost).

I trust this information is helpful.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Richard Dudley', is written over a thin horizontal line.

Richard Dudley  
General Manager  
Corporate & International Affairs

11 November 2009



**2. No overflight of residential areas below 3,000 ft AGL.**

A height of 3,000 ft AGL is considered to be the minimum acceptable altitude for the avoidance of significant noise impact on residential populations by non-jet aircraft with a maximum take-off weight greater than 5700kg. (For reference, the noise at ground level from a climbing SAAB-340 at 3,000 ft AGL is about 70 dB(A)s maximum). In the case of multi-engine piston aircraft with a maximum take-off weight equal to or less than 5700kg a height of 1,500 ft AGL is to be considered the minimum acceptable altitude.

In all instances, standard departure and arrival procedures should be designed to ensure that non-jet aircraft do not overfly residential areas at altitudes below 3,000 ft AGL (or 1,500 ft AGL for multi-engine piston aircraft equal to or less than 5700kg). Radar headings and procedural tracks (in any form) that are assigned to non-jet aircraft should whenever possible ensure the aircraft do not overfly built up areas at altitudes below 3,000 ft AGL (or 1,500 ft AGL for multi-engine piston aircraft equal to or less than 5700kg).

If this cannot be achieved, then;

**3. Minimisation of Incidence of Non-jet Aircraft flying below 3,000ft AGL.**

Where aircraft flight below 3,000 ft AGL (or 1,500 ft AGL for multi-engine piston aircraft equal to or less than 5700kg) is unavoidable, procedures are to be designed with due consideration for the preferences of the affected community, as determined through a process of consultation with community representatives, in determining which areas will receive greater noise exposure where there are mutually exclusive options for the flight tracks.

The occurrences where departing or arriving aircraft are required to maintain level flight, when below 3,000 ft AGL (or 1,500 ft AGL for multi-engine piston aircraft equal to or less than 5700kg), are to be kept to a minimum.

If this cannot be achieved, then;

**4. Minimisation of Noise Impact on residential areas by Non-jet Aircraft below 3,000 ft AGL.**

In choosing climb and descent procedures into and out of airports, those options that produce the minimal impact on the community which is overflowed are to be selected (within the operational capabilities of the aircraft in terms of performance and safety).