

To the Senate Inquiry,

Re: Impact of FIFO



At no time in media discussions regarding FIFO, have I heard mention of the considerable negative impact of increased aircraft movements above residential areas.

We live in what should be a very quiet residential area, however the impact on our amenity by the noise of aircraft movements is substantial. *(Even when factoring in significant infill development that could be considered reasonable 'development'.)* We are impacted by a continual stream of aircraft from both Perth and Jandakot. Also a north bound landing flight path to Perth Airport *(which was introduced a few years ago, with the deletion of an existing flight path on the eastern border of Melville).* I feel sure a huge part of this must be FIFO/'Boom' related.

I understand that the noticeable increase in the number of aircraft flights *(and associated noise)* in the airspace above our home can be directly attributed to the growth in FIFO. In particular, the west (~then north) departure flights from Perth Airport.

It would appear that the suburb of Melville in WA, and surrounding areas, is now negatively impacted by the noise of 3 flight paths. (Two of which have been introduced in recent years with the large increase in air traffic in recent years.)

- a) A pre-existing, west moving, departure flight path from Perth Airport (which have considerably increased in number and 'spread').
- b) A NW departure flight path from Jandakot Airport .
- c) A North moving landing flight path to Perth Airport (which veers east at about the Swan River).

We are becoming increasingly concerned about the volume of air traffic of westbound departure flights, and the landing flight path, from and to Perth Airport. Whilst the former was a pre-existing flight path when we first moved into our home, it was far to the north and did not impact on us, however, with the marked increase in flights, the spread has widened considerably, so the noise and frequency had increased considerably. (Especially on what I understand to be heavy FIFO transport days).

These aircraft movements have a considerable negative impact on our amenity, and are sometimes very disturbing. In particular, when there are frequent small planes, with high pitched engine noises, flying very low and fast. It has reached the stage that instead of noticing the intrusion of 'fly-overs', the absence of them is noticeable. Frequently we have the noise of two or even three flights at the same time, or as the noise of one diminishes another begins. The length and level of noise vibrations caused by the increasing number of helicopters is also extremely intrusive. Some days it is reminiscent of the movie 'Apocalypse Now'. In recent years, no matter what time it is, we go to sleep and wake up with the noise of an aircraft intruding.

I am aware that development brings change, however it is puzzling to me that the negative impacts on citizens can be overridden by 'boom' interests. Airports, in response to mining growth, are a moot point. It is as if there is a contract that binds the former public owners of airports *(i.e. the Governments of Australia, on behalf of the Australian public)* to allow the current private owners, private commercial development and unlimited growth, at the expense of the community at large. Business interests logically have the interests of increasing 'returns' as their priority. Governments should protect the interests of citizens. ~Long term.

Sincerely,

Patricia French