

My first point is that there needs to be far more engagement with communities that will be/are extremely negatively impacted by flight paths. I speak from a wealth of experience in this field as in 2017 I was never "previously overflown" and from this period am now continually overflowed by **3 FLIGHT PATHS** for periods up to 22 hours a day, and am struggling to cope with dB readings in the high 70's and 80's when the acceptable recommended level is 50 - 60dB.

My second point is that **AirServices Australia (AS) needs to be disbanded** and the Government form a new department with higher ethics and Code of Conduct demanded of its employees and with a new CEO and one that is independent of monetary payments from Airlines. This, combined with a **shift in priorities** needs to be implemented - that being **Air Safety the major priority and the second priority being to ensure communities are minimally impacted as least as possible by flight paths and community safety.** Currently my experience, and I am sure this applies to all communities Australia wide, is that communities do not rate on the priority list and are treated with total disdain by AS staff. I can provide proof that on many occasions I have been lied to, provided with false and inaccurate documents by AS and this continues to occur. Plus this Department takes great delight in pitting local communities against each other. While complaints to AS are only responded to if that department deems it really necessary or the complaint has not been previously made by the affected complainant. Plus there needs to be a **time frame** imposed on AS when imposing and finalising flight paths. The Southern Beaches area in Tasmania has been waiting **OVER 7 YEARS FOR THE RW30 FLIGHT PATH(RW30FP) TO BE FINALISED.** This is hardly fair or acceptable and yet **the Minister for Infrastructure does nothing to intervene or rectify this situation and ignores all community communication as does AS.**

If AS is not disbanded then this Paper needs to review the **Air Noise Ombudsman Charter** and make it something which it currently is NOT and that is "**fit for purpose**" and benefit the community who are currently wasting their time making a complaint to this Ombudsman. Staff are dedicated but it is very obvious they are extremely frustrated by the Charter they are required to work under and this frustration is reflected in community dis-satisfaction. The ANO should also be enabled to publish its reports and findings and by doing so would force AS to become more accountable and justify the decisions it makes whereas at present AS is running a muck which is extremely detrimental to the community.

Another suggestion the Aviation Green Paper should take on board is providing Australian communities with an **Advocate experienced in Aviation** to assist communities in achieving the best possible results when dealing with unethical departments such as AS. Once again my community's current situation should be mentioned here. The PIR by AS promised a review on noise abatement. AS accepted submissions from those not under the flight path and did nothing to appease the concerns of those directly affected. On this occasion the ANO after many, many community complaints finally took AS management to task and the community is currently awaiting a response. It will be interesting if this action benefits my community in any way or, as is the norm, we are **just ignored.**

I also agree that on page 97 of the Aviation Green Paper there needs to be "**increasing independence of the ANO by making it separate from Airservices Australia and having it report directly to the relevant Minister.**"

I hold the opinion this would add more independence, but would also "**drastically improve the perception of independence, community trust and confidence in the Ombudsman,**

and potentially afford greater scope and enforceability for ANO recommendations." I hope this important paragraph is not lost in the mix.

The Aviation Green Paper should also address the issue of **emission reduction in regard to the placement of flight paths** directly over communities when flight km's are only minimally reduced and placement in such a situation is detrimental to communities. In this situation the Aviation Green Paper should emphasise that **communities take priority and always should in the situation of kms v. communities**. Once again my community is awaiting a decision from AS in regard to a similar situation to that stated. There are many vacant suitable tracks of land for RW30FP to fly over but for the sake of a few km's and all the benefits to approx. 8000 community residents - those being removal of planes from these communities for 22 hours a day, removal of high dB impacts of 70 - high 80, removal of plane emissions directly over tank water supplies, improving the overall physical and mental health of the affected communities and restoring privacy to the outside premises of homes - I doubt AS will make the responsible and moral decision.

The Aviation Green Paper should also address and seek to improve **flight path design principles** and ensure that these principles are **applied fairly and equitably across Australia**. Once again this did not occur in Hobart and AS, because it currently does not answer to anyone, got away with it and continues to get away with it. I currently have to contend with the negative impacts of 3 flight paths and this is against the principles. Plus AS because the principles came into effect after the current paths were in force, despite the fact that one is still not considered a permanent one, refused to apply the principles which left many community members sorely disadvantaged. My community holds the opinion that moving RW30FP to a far more community friendly position would involve AS doing more work despite this being a safe alternative. AS is a lazy, community destructive organisation and once again I make the statement it needs to be replaced. I also made the statement here that in 7 years of complaining to AS I can honestly state there has **NOT BEEN ONE POSITIVE OUTCOME FROM A COMPLAINT. AS HAS DONE NOTHING**.

Regulating and managing aircraft noise by **noise abatement operational procedures** has in regard to RW30 FP been a very dismal failure brought about by this process being mismanaged by **AS**. As previously mentioned **flight path principles** were **not** applied to the current **RW30FP** so it appears that local communities under this flight path have been **gravely disadvantaged**. Rules and regulations need to be evenly applied so before implementing the Aviation Green Paper into the history books it would be nice to believe that this current mess imposed on the community by AS will **first be rectified**.

Once again after **air safety** the next major consideration must be **community consideration and safety**.

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