

**AVIATION GREEN PAPER**  
**TOWARDS 2050**  
**SUBMISSION FROM SUSAN Jennison OAM**

My submission includes areas of interest over many years related to noise issues and health related problems for the Keilor region.

I have been involved with CACG Melbourne Airport since it was formed by the Federal Government in 2013. I have been on many committees such as the Brimbank Noise Abatement Committee, Keilor Residents & Ratepayers Association, Keilor Historical Society Inc which of course is related to understanding the research required to acquire the knowledge about the region that is in such close proximity to Melbourne Airport now.

There are many families still who have worked and lived in the area that surrounds the airport borders such as the market gardeners and who have had to deal with PFAS issues and water supplies. They have had to deal with infrastructure intrusions as well.

And I recently went to a committee where attendees said you could get insulation for noise intrusion. Well guess what a lot of homes may have been built before the 1970s and what is available may not be suitable for weatherboard constructions.

Going back to October this year there were entries noted "Our discussion was around ...

Chapter 6 Airport development planning processes and consultation mechanisms.

Wording and interpretation (e.g. Sustainability) were also talked about and "Lack of quality of feedback to community members who provide input.

Interest in international practice and standard.

There are some of the hurdles that still haven't been addressed with suitable input for this paper and I still haven't seen a serious and real attempt to present medical research findings. They have been done but not made public. The sentence written on the 20<sup>th</sup> October at a Aviation White Paper briefing update is relevant to repeat. "Difficulties in effecting change e.g. the White Paper raises so many good questions but who will formulate the answers; so much policy seems to rely on airports or airlines, not direct government involvement."

There was a topic covered on the 19<sup>th</sup> October 2023 at which [REDACTED] talked about navigating the process and opportunities to have your say. Well I can vouch for the fact that it is incredibly difficult almost impossible to achieve and I can base that on an experience of almost three decades. Government sources and Commercial sources will often give some response but not serious research and in depth responses to issues such as noise and health impact studies.

Land use planning and regulatory and cultural barriers are all areas where stakeholder's views can have an extremely important role. But for the importance of my submission I want people/residents to be acknowledged and listened to when they say they do have noise intrusion and health effects from the airport activities such as take-offs at a low level with aircraft that are loaded with passengers, cargo and fuel for the long hauls to Europe for instance.

In 1970 the article in *The Age* published "There'll always be a noise buffer zone, says Bolte.

....Mr. Gorton's words were: "And there is no need for an airport not to operate providing those living around it are not harassed by the noise of such operation....

(Re) Buffer

Sir Henry Bolte and airlines spokesman welcome Mr Gorton's announcement. But the mayor of Keilor (Councillor G.Fullarton) said he was terribly disappointed.

"Large enterprises have won the day and left the ordinary people to suffer," he said."

It is the Social Impact of Melbourne Airport and the lack of a curfew that dominates the intrusion of airlines.

So please anyone writing or composing the Paper consider all of the components that are so important to peoples experience in this region.

Yours sincerely,

Susan Jennison OAM

