

My apology, this submission has been rushed to ensure it makes your deadline of the 30th November.

I did submit a response to the Aviation White Paper.

It is an exciting time ahead for the Aviation industry but please note....you do not own the sky above our homes, so be respectful and make your footprint in our shared air, small.

Do not change our homes of quiet, comfort and security into places of excessive noise and emission health hazards!!!

Especially when logical and commonsense options easily exist.

Put communities BEFORE corporate greed and profits!!

Aviation Green Paper – Towards 2050 - Page 110

- Noise Complaints Information Services needs to be proactive in addressing **real community noise issues** rather than deflecting, minimising and ignoring commonsense and logic around bad flight path decisions – I refer to the Hobart Runway 30 where flights over Primrose Sands are too low ($\approx 1,000\text{ft}$) too noisy ($\approx 75\text{dB}$) emissions are more concentrated due to the low height, and volumes have gone from ZERO to $\approx 10,000$ flights directly over the most populated community per year. (these figures are ALL from AIRSERVICES AUSTRALIA and they do nothing!!)
- ANEF ...if it is clear that flights and flight path changes will greatly impact a community then other options SHOULD BE explored!! I refer to Hobart Runway 30 over Primrose Sands where a clear full flight path exists over water only 13km EAST of existing pathway!!!
Noise forecasting tools on the ground would show that noise levels are well within normal levels....at Primrose Sands they are **well above acceptable levels**.
- Local Councils in and around current airports should be working closely in regards to land use planning, especially with any increasing changes to current airport operations.
- Proactively mitigate noise impacts DOES NOT MEAN better informing residence AFTER the CHANGE.
Airservices Australia and CASA work closely together with NO REGARD to the community. ANO is just a puppet to Airservices Australia and needs greater power to enforce penalties or change.
 - If you want to proactively mitigate noise then look at times plane fly, look at the noise levels (especially when modelled) that are in excess of mandatory acceptance levels, look at where the flight paths are set and utilise water or vacant land especially when departing or arriving, AND stop being dictated to by the few elite people in our community that experience minimal noise issues.
 - Be logical and use common sense and valid science in your approach to noise, flight path design, emissions, and flight volumes and you will be better respected by ALL the communities.

Regards
Cathy Minnucci

