

Following the opening of the second runway at the Brisbane Airport I have been a victim of the current deficiencies of the current regulatory framework

Living 30 kms away from the airport our community was excluded from the consultative process and only became aware of the opening of the runway when aircraft started flying over our homes. Since then I have learnt far more about the operations of airports & flight paths & the hopelessly inadequate regulatory framework the the industry operates in than I should have been required because there is no regulatory body that will help. The Aircraft Noise Ombudsman undertook an investigation & the final report was scathing of Airservices Australia but was powerless to implement anything.

It appears that with the privatisation of airports and the state capture of Airservices Australia, the Civil Aviation Safety Authority and sadly the Federal, State and local governments the general public get little or no consideration when airport expansion or increased flight numbers are introduced.

It is essential that Brisbane and all other airports in Australia operate efficiently and provide a good economic return to the shareholders but the operation of these airports should not impact the general public to the extent that it has in Brisbane.

1. Airservices Australia (AsA) have repeatedly made inaccurate assessments with regards to noise levels at many airports in Australia when flight path changes and designs have been proposed and implemented. The fiasco at Brisbane Airport is one of many displays off their incompetence. There is an urgent/overdue need for a complete overhaul and restructure of the Air Services Act 1995 and a fresh approach is needed. AsA do not currently fulfil their obligations with regards to the community and have repeatedly demonstrated they are aligned with the corporate organisations that operate the airports, airlines and associated industries. The impacts of airline operations to the general public are ignored or understated as is the case with the current fiasco at the Brisbane Airport.
2. Federal, State & Local Governments need to disassociate themselves from the corporate / state capture that sees the decision making process always favour the corporate world in a detrimental way to the general public. This is evident in the latest Federal Government initiative Brisbane Airport Community Airspace Advisory Board (BACAAB) where the terms of reference exclude the very things that will improve the noise and pollution levels for the common cities and public impacted by the flight paths namely: proposals for curfews, movement caps or other operating restrictions.
3. Currently Sydney has a curfew & a movement cap on flights how can it be proposed that an advisory body to the Brisbane Airport cannot discuss or propose the same conditions? The impact of the new flight paths in Brisbane are having a detrimental impact to the Brisbane economy as there are so many people with broken sleep, education facilities have to pause classes when an aircraft passes over.
4. There needs to be parity between airports with regards to aircraft operations and community impact what is currently ok for Sydney should also be ok for Brisbane. Curfews, flight movement caps and airport capacity restrictions should be mandatory for all airports as is provided under the Airports Act 1996 section 195. The public should not have to tolerate this abuse of power by the privately operated airports.
5. I live in a semi rural area some 30klms from the airport and rely on rainwater collected from my house roof for my domestic water, I have no town water supply. The standard that AsA adopted in the Environmental Impact Statement clearly states that aircraft emissions above 5000ft are absorbed into the atmosphere yet I experience aircraft at below 5000ft daily flying over my home, they are essentially polluting my water supply and poisoning my family (the emissions from an aircraft are listed in the EIS they are all poisons). I have alerted the Federal minister both previous and current, the Qld Premier, the Brisbane Lord Mayor, AsA & CASA yet the aircraft still fly overhead. The current regulations do not allow for this, it appears that all levels of government and government bodies do not take the health of the general public seriously. An independent body with authority to make change needs to be established as the current system is corrupted.
6. When TRAX were engaged by AsA to make recommendations to help minimise the noise levels from the second runway in Brisbane they stated that had the original proposal for the runway had been made in Europe it would have been rejected for con compliance. This indicates that the standards and levels of expertise that AsA & CASA have is insufficient, TRAX ridiculed the flight path design. It would therefore seem proper that for any future

aircraft flight paths design an independent review is undertaken by an international company. Again this is another demonstration of the corporate capture that holds AsA to consider profits for the private operator over the impacts on the general public. There is International Best Practice and there is AsA who simply are incompetent and unable to fulfil their obligations to all parties.

7. In all noise level impact modelling undertaken by AsA for the Brisbane Airport and other airports in Australia the stated impacts have been greatly understated, this can only benefit the airport operators and airline companies, the general public are the ones who experience the deficiencies of AsA. Stronger regulation and an evidence based assessment of the impact of aircraft noise & the impact on mental health is required, the overall economy & efficiency of Brisbane companies is being restricted & impacted by the general public's lack of sleep, mental health issues and potential impacts of emissions.
8. Stronger regulation of the industry is essential as the current system is broken., the general public are suffering unnecessarily.

Robert James.