

Verbal submission to senate Rural & Regional Affairs & Transport References Committee

Public hearing, Hobart TAS, 28 August 2024

Honourable Senators & Committee Members

My name is Glen Ransley, I live with my wife Lynn, in Carlton, bordering on Carlton River.

We are adversely affected by the Runway 30 RNP-AR arrivals flight path, where we are subjected to aircraft & aircraft noise overhead, at approximately 2,000 feet. To say the least it is one of the most annoying, invasive, interrupting noise, you can experience and varies from high pitched screaming and whining to deep thunderous bellowing.

In 2017 we purchased a block of land in Provence Drive Carlton. In 2018, built our "retirement home". In July 2019 we sold our family home in Hobart and relocated to Southern Beaches, to enjoy a quiet, less hectic lifestyle.

In November 2019 our quiet enjoyment was shattered by the first aircraft flying over our home. You can't imagine our horror when we made enquiries, to find that a new flight path had been in the planning since early 2018, just before our new build commenced!

and prior to Nov 2019
At no time since purchasing our block of land were we, as landowners, directly communicated with or contacted by ASA.

We did not read or hear from any source, anything about a flight path over our property.

If we had known of the impending flight path in March 2018, we would have made a much more informed decision as to whether we built or not in Southern Beaches, and certainly would not have considered selling our family home!

That is why for the past 5 years we have been living the nightmare under a Flight Path!

I am aware of other people who have similar stories as ours. None of them, had received any notification either.

As it turns out, there were very few residents that were aware.

I have asked myself what could have been done for us and what can be done now for future flight path planning, to mitigate the detrimental effects of aircraft and aircraft noise on residents and I now put forward the following point:

1. ASA, if you are going to implement a new flight path, can you communicate directly with the community, and I mean with 100% effectiveness.
2. ASA can you give communities and environmental impacts, equal consideration as you do for aircraft safety.
3. ASA can you improve flight path planning and place flight paths over least populated areas, wherever possible. For example, current Runway 30 arrivals flight path, affects more than 1700 households. Why did you not position it 3-5 kms further to the east, where it would affect only 15 households?
4. Make it mandatory for ASA to implement Noise Abatement Programs (NAP) and share flights across multiple flight paths to spread the burden of aircraft noise, when other alternatives are not available.
5. Senators, can we upgrade the Air Services Act of 1995 that governs ASA, and make the above

points mandatory for ASA to implement, and with punitive consequences if they ignore them.

6. Put in place a “watchdog”! Give the Aircraft Noise Ombudsman (ANO) autonomy and give them the power to apply punitive measures against ASA, if they fail to comply.

The measures outlined above may not assist our personal situation, but it may prevent a repeat of it!

I would like to thank the Committee for their time and forbearance.

Are there any questions?