



91 Waterfall Drive
Jerrabomberra
N.S.W. 2619

Dear Sir

Re Draft Planning Proposal – Canberra Airport

I am writing this letter in response to your request for views on the proposed s117 Direction – draft ministerial direction, which aims to avoid incompatible development in the vicinity of Canberra airport and prevent any increase in residential density within the ANEF contour 20. Firstly I would like to suggest that a two-week response time is not long enough for people to reply effectively to such an important matter as this. Despite this I have made the following effort.

As a resident of Jerrabomberra who is currently affected by the airport I wish to express my concerns about the proposed changes. It appears to me that both Barry O'Farrell current Premier of NSW and Anthony Albanese Federal Planning Minister, despite being on different sides of politics are approaching the issue of Canberra Airport with the one view as it is in their best interests rather than that of the people who live in this region. Mr O'Farrell is adopting this position despite the potential loss of this seat by Mr Barilaro in the next state election. Is this because there are fewer voters in this area than in Sydney, or this area is of less value to the state government than Sydney electorates? It appears neither politician is able to look at the big picture and make a decision about the future of Sydney airport as this may affect their results at the next election. It appears Mr Albanese as the member for the area around Sydney Airport is looking for a way to appease his electorate and is using the strong push by Canberra Airport to take the easy way out. Having Mr Albanese in the position where he can make significant changes to the planning and development of regions in NSW appears to be a conflict of interest and he should have stepped away from this issue a long time ago.

I believe that by allowing the proposed changes to go ahead the region around Queanbeyan will be strongly disadvantaged in the future when looking at residential and infrastructure development that is badly needed by this area. The people of the Queanbeyan, Palerang and Yass areas will also be further disadvantaged by being subjected to an airport with no curfew despite a large number of residences being located in the ANEF20 contour. We have read documents that state that the actual location of the ANEF 20 contour is difficult to define accurately, mainly because of variation in aircraft flight paths (p11, AS2021). As a result the South Tralee development that straddles the ANEF 20 contour had a conservative approach applied to the entire site using the maximum potential aircraft noise as a guide when reviewing aircraft noise impact.

While this on the surface appears to be a sensible strategy it leaves the issue of deciding where the contour is up to interpretation thus potentially impacting even more areas around this region citing potential aircraft noise as the reason to not approve development.

I note by reviewing the maps provided that once again the residents of NSW will wear the brunt of these proposed changes. There will be no effect on the ACT residents, despite this being Canberra's airport but NO flights will fly over their airspace or future infrastructure development in the ACT stopped all in the name of the airport. The statement on the page Frequently Asked Questions that the ACT "will not be impacted by this proposal" confirms this. The ACT government and Canberra airport appear to be on a mission to introduce a 24-hour freight hub and international flights into the Canberra airport as this is in their best interests financially. Canberra airport is a business and of course will do what is in their best interests with little regard for the residents who may be affected by this. The ACT government is looking at the benefits to them and of course have no regard for the people of Yass, Queanbeyan or Palerang as we do not vote in their elections. We will also continue to be forced to use their infrastructure and move into their region if development cannot go ahead in our own region. The over the border agreement that the ACT/NSW governments signed I believe is nothing but a waste of time and paper. IT'S WORTHLESS. It appears to be one sided with the people of this area missing out on any advantage this may have had.

I would also like to add that the Canberra – Sydney – Canberra air route has more flight cancellations than any other air route in Australia. The statistical report published by the Bureau of Infrastructure, Transport and Regional Economics shows 4.7 per cent of flights from Canberra to Sydney were cancelled last year, and 4 per cent of scheduled flights from Sydney to Canberra never left the ground. Despite the Canberra Airport reporting that it is because Sydney is not coping it appears to me that the route is severely over serviced. On at least 3 occasions I have boarded a flight only to have it cancelled and when you look at the people disembarking the numbers are very low. When you board the next flight the plane is still not at full capacity.

I have been told Sydney Airport lands a flight every forty five seconds safely, but with the new computers installed they have the capacity to land an aircraft every thirty seconds. Rezoning the area around Canberra airport appears to be an exercise in avoiding a second Sydney airport and relocating it to Canberra. This does protect the airports economic status but since when does a government invest itself in the economic success of a private corporation located in another governments jurisdiction at the expense of the Australian taxpayer and a NSW regions future development. With the very fast train budgeted at two hundred billion dollars how does the airport intend getting passengers to their respective states? After flying in from Los Angeles USA on a fourteen hour flight then spending an hour in customs at Canberra Airport who would want to then take a

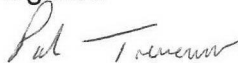
bus to Sydney/Melbourne or have to wait for your next flight interstate? I just cannot see this happening with overseas visitors. The same applies with the airfreight flying in from Asia or New Zealand.

I would also like to state my concern that there is a proposal by the Canberra Airport to lower the flights into Canberra by twenty meters by extending the main runway south? If this is to happen what will be the implication to the residents such as myself with regards to noise, pollution and possible damage to the infrastructure of my home?

Residents of Jerrabomberra are currently dealing with the noise of the Southcare Helicopter at all hours of the day and night? Why was the South Care Helicopter put where it is today and not at the airport? Why does the helicopter fly over the residential areas of Jerrabomberra and not up the Monaro Highway pathway away from people's homes? I would be interested to know what the noise rating of the helicopter is when it flies over our homes as it appears to be at least 3 times louder than the aircraft noise. Does it meet the Australian noise standard AS2021-2000? How many instances do you know of where a rescue helicopter is based in a paddock and not at an airport where it can be serviced and fueled safely and kept in a secure location? Again I have noted in reports that I have read that the noise impact of Hume including the Mugga tip, the ESA training center and the helicopter base in addition to factory noise have not been assessed in this area. If the Planning and Infrastructure Department were genuine these issues would also be reviewed as part of the impact on the local area. It is unlikely that they will be dismantled and they appear to have more noise impact than the current air traffic overhead from the airport.

All this could be fixed if we had Federal and State governments that could make a final decision and build a new Sydney airport and were not reliant on politicians who live in politically sensitive areas making crucial decisions that affect all residents of NSW not just Sydney-siders.

Regards



Paul Trevenar

6th May 2013