

3. Consultation process

Canberra Airport recognises that strong community ties are essential in ensuring the effective and sympathetic delivery of its future development plans. Since Canberra Airport commenced management of the Airport in 1998, the Airport has been engaged in ongoing consultation with the broader community.

Aircraft noise is one example of continual engagement with the community. Through specific noise consultations with community and industry, the Airport has been able to gain a better understanding of concerns and perspectives and, in some cases, has been able to influence changes to flight paths and operations in response to those concerns.

Over and above community consultation, Canberra Airport is also actively engaged in a comprehensive ongoing series of consultations with local, state and Commonwealth governments and key industry groups.

As part of the 2009 Master Plan process, Canberra Airport undertook an unprecedented range of consultation, including presenting at five public meetings, in addition to 39 private stakeholder briefings. The formal consultation process ran from 10 February to 8 May 2009.

It was pleasing to see that over 230 submissions (including late submissions) were received in response to the Preliminary Draft Master Plan representing a range of views across Government, the Aviation Industry, local Canberra businesses and the regional community. All submissions received were acknowledged in writing along with a formal request seeking approval to make the submissions public. Where approved, submissions were published on the Airport's website in June 2009.

Canberra Airport remains committed to meaningful consultation with all stakeholders and intends to further expand its public consultation into the future.

3. Consultation process

Canberra Airport is a local family-owned business with a strong commitment to Canberra and the people of the Australian Capital Region.

The Airport is a critical driver in the local and regional economy as a major transport gateway and employment generator, and local ownership provides a unique opportunity among major Australian airports to better integrate the Airport's development and operation with local and regional priorities and community aspirations.

This Master Plan sets a strategic direction for Canberra Airport that is informed by and consistent with the needs of Airport users and regional priorities. The Master Plan reflects a comprehensive and ongoing consultation process with key stakeholder groups and recognition of local and regional views, including surrounding land owners and users.

Further consultation specific to the Master Plan is also undertaken to obtain further ideas and options from airport users and the public and to gauge reaction to the preliminary draft Master Plan before a final draft of the Master Plan is finalised. This consultation process, required under the *Airports Act*, is about ensuring that options for the Master Plan have been fully explored, concerns and impacts identified, alternatives considered and the community is fully informed and aware of future development proposals.

3.1 Ongoing Consultation

Specific consultation with respect to the Airport's Master Plan is only a small component of Canberra Airport's consultation program. Canberra Airport has an extensive ongoing consultation programme with major stakeholders, including governments, politicians, community groups and business groups in order to communicate the Airport's plans to stakeholders and to gain a better understanding of stakeholders' viewpoints and perspectives.

Targeted consultation is also undertaken for major projects, including under the *Airports Act* administered Major Development Plan process, as well as one-off key initiatives, such as the 2001 Regional Plan (which culminated in the High Noise Corridor, described at Chapter 14) and the development of Canberra Airport's Ultimate Practical Capacity ANEF (endorsed in June 2008).

Recognising the importance of ongoing consultation, notwithstanding the extensive range of consultations already undertaken, Canberra Airport proposes to commence a regular consultation meeting with members of the public. It is initially proposed to hold this meeting monthly (excluding January) at Canberra Airport. The Airport also intends to meet and consult individually with a range of key community and industry bodies at least once a year in addition to other consultation forums.

3.1.1 Community consultation

Aside from the formal Master Planning public consultation process, Canberra Airport is committed to regularly consulting with the community in the ACT and surrounding region. This is manifested through regular presentations by Airport management to meetings of peak community organisations (such as the North Canberra Community Council and Tuggeranong Community Council) and other community and professional groups such as local Rotary and Lions Clubs and the Institute of Engineers.

Major Airport developments are also subject to a formal public consultation process under the *Airports Act* Major Development Plan provisions, as well as any minor variations to the Master Plan or any Major Development Plan.

Canberra Airport also recently voluntarily conducted a separate and broad public consultation process as part of the development of its endorsed Ultimate Practical Capacity ANEF, provided at Chapter 14. This had never been undertaken before by an airport nor by Airservices Australia, but was valuable in understanding community and other stakeholder perspectives on the aviation growth of Canberra Airport to its ultimate capacity.

Ongoing consultation with the community on all relevant airport-related issues (not simply aircraft noise) is conducted through the Canberra Airport Aircraft Noise Consultative Forum, with meetings held three times a year. It is noted that a revamped Canberra Airport Consultative Forum will replace this body and meet quarterly. All peak community groups are represented, as well as a resident's representative from neighbouring Pialligo. Community organisations represented at Forum meetings are as follows:

- Pialligo Residents Association;
- Jerrabomberra Residents Association;
- Ridgeway Community Group;
- North Canberra Community Council;
- Gungahlin Community Council;
- Tuggeranong Community Council;
- Woden Valley Community Council; and
- Weston Creek Community Council.

Belconnen Community Council, Curfew 4 Canberra and the Fernleigh Park Community Association will also be invited to participate as a consequence of the community consultation on this Master Plan. Peak business and tourism groups are also being invited.

3.1.2 Consultation with the Commonwealth

Canberra Airport consults regularly with various Commonwealth departments and agencies with respect to ongoing and future development and operations at and in the vicinity of Canberra Airport.

Consultation comprises specific meetings with Commonwealth politicians, and departmental representatives on key issues, as well as regular ongoing meetings. These include (but are not limited to):

- Development Planning Liaison meetings, dealing with all building and planning issues at the Airport, either approved or in planning, with representatives from the Department of Infrastructure, Transport, Regional Development and Local Government, National Capital Authority and Airservices Australia;
- Regular environment and heritage consultation meetings, dealing with environmental, development and planning issues at the Airport, with the Department of Environment, Water, Heritage and the Arts;
- Low Visibility Procedures Review Group, dealing with proposed upgrades to instrument landing capabilities and associated aviation capability of the Airport, with representatives from Airservices Australia and the Civil Aviation Safety Authority;
- Canberra Airport Safety Committee, dealing with on airport safety issues, with representatives from Airservices Australia, Australian Federal Police and the Department of Defence;
- Canberra Airport Bird and Wildlife Management Committee, dealing with bird and wildlife management on and in the vicinity of Canberra Airport, with representatives from Airservices Australia, the Civil Aviation Safety Authority and the Department of Defence;
- Canberra Airport Emergency Committee, dealing with planning for and response to all types of emergency situations on or in the vicinity of Canberra Airport, with representatives from Airservices Australia, the Australian Federal Police, the Australian Transport Safety Bureau, and the Department of Defence;
- Canberra Airport Security Consultative Group, dealing with security issues on and in the vicinity of the Airport, as well as in the community more generally, with representatives from Airservices Australia, the Australian Federal Police, the Australian Transport Safety Bureau, and the Department of Defence;

- Industry Aircraft Movement Procedures Review Group, dealing with Aircraft noise, aviation development and regional planning issues, with representatives from the Department of Infrastructure, Transport, Regional Development and Local Government, Airservices Australia, Department of the Defence and the National Capital Authority; and
- Canberra Airport Consultative Forum, dealing with Aircraft noise, aviation development and regional planning issues, with representatives from the Department of Infrastructure, Transport, Regional Development and Local Government, Airservices Australia, the Department of Defence and the National Capital Authority.

Canberra Airport is also represented on the Regional Airspace Users Advisory Committee (RAPAC), dealing with airspace and aviation issues at and in the vicinity of Canberra Airport, chaired by the Civil Aviation Safety Authority and also attended by representatives from the Department of Infrastructure, Transport, Regional Development and Local Government, Airservices Australia and the Department of Defence.

3.1.3 Consultation with the ACT Government

Canberra Airport recognises its key role in the ACT and region economy and the need to integrate into the Territory planning and development framework. The ACT Government equally recognises the Airport's key role as an economic and transport hub for the region.

Canberra Airport and the ACT Government are in the final stages of negotiating a Memorandum of Understanding (MoU) recognising the Airport's key role in the Territory and the need to safeguard the ongoing development and operation of the Airport. The draft MoU also acknowledges that the ongoing growth of Canberra Airport must be well planned and managed in close consultation with the ACT Government and must take into account any impacts on the ACT community. The draft MoU sets out a consultation framework and includes a dispute resolution process.

As outlined in Chapter 4, Canberra Airport is recognised by and operates within the context of the Canberra Spatial Plan and Economic White Paper, as well as the Commonwealth administered National Capital Plan.

An example of the excellent level of consultation and co-operation with the ACT Government was the participation of the Airport in the ACT Government Roundtable on Airport roads. This consultation forum led to a number of traffic studies being completed at the Airport's cost and the commencement of substantial road works around the Airport, funded and constructed jointly between Canberra Airport, the ACT Government and the Commonwealth. More details on this are provided at Chapter 11. Another example is the recent commencement of construction of the new ACT Emergency Services Authority Headquarters at Fairbairn following years of detailed discussions between the ACT Government and Canberra Airport.

Regular Airport meetings with ACT Government representatives include:

- Development Planning Liaison meetings, dealing with all building and planning issues at the Airport, either approved or in planning, with representatives from the ACT Chief Minister's Department;
- Regular liaison meetings with ACT Chief Minister's Department, dealing with all issues relating to Canberra Airport, including on and off- airport development, infrastructure (including roads), environment, land-use planning and aircraft noise;
- ACT Tourism Ministerial Advisory Council meeting, with representatives from ACT Tourism, the Chief Minister's Department and the Department of Territory and Municipal Services;
- Canberra Airport Emergency Committee, dealing with planning for and response to all types of emergency situations on or in the vicinity of Canberra Airport, with representatives from ACT Ambulance, ACT Rural Fire Service, ACT Fire Brigade, ACT Emergency Services Authority, ACT Department of Disability, Housing and Community Services, ACT Department of Health and the ACT State Emergency Service;
- Industry Aircraft Movement Procedures Review Group, dealing with Aircraft noise, aviation development and regional planning issues, with representatives from the ACT Chief Minister's Department, Department of Territory and Municipal Services and ACT Planning and Land Authority;
- Canberra Airport Consultative Forum, dealing with Aircraft noise, aviation development and regional planning issues, with representatives from the ACT Chief Minister's Department, Department of Territory and Municipal Services and ACT Planning and Land Authority; and
- Canberra Airport Roads Forum, dealing with regional road infrastructure and upgrades, with representatives from ACT Roads.

As outlined in detail at Section 3.1.3, consultation was undertaken with the following ACT Government bodies and representatives specifically on the draft Master Plan:

- A pre-consultation meeting was held with the various ACT Government agencies in February 2009;
- The Airport's Aircraft Noise Consultative Forum was held in March 2009;
- A member of the ACT Government attended our public meeting in March 2009 as an observer;

- ACTPLA, including its Chief Executive, was given a personal briefing at the end of March 2009;
- A personal briefing was provided to the ACT Planning Minister, Andrew Barr, on 29 April 2009;
- The Chief of Staff of the Deputy Chief Minister was briefed on the Master Plan in May 2009; and
- In the first week of May 2009, a briefing was held with the Land Development Agency.

It should also be noted that during the Master Plan process there was dialogue with the Chief Minister's Department, while Roads ACT noted that they were broadly happy with the roads plan as contained within the Master Plan and vacated a consultation meeting as they did not believe that there were any major issues to discuss.

Canberra Airport believes it is critical to have a good working relationship with the ACT Government and to continue to facilitate the integration of the Airport into the wider planning context as contemplated under the Commonwealth's Green Paper.

As such, Canberra Airport has already established an Integration Committee with the ACT Government to work through and resolve the various integration issues as raised by them. This is a high level committee whose current membership includes the Chief Executive of the Chief Minister's Department, the Deputy Chief Executive of the Chief Minister's Department, the Chief Planning Executive of ACTPLA, and the Director of Economic, Regional and Planning Policy. This Committee has already met and provided a forum for open and frank discussions concerning the Airport and its integration into the ACT planning framework.

In future, Canberra Airport intends to add to the Committee to include high level representatives from not only the ACT but also from NSW Premiers and Planning Departments, Mayor of Queanbeyan City Council, the Commonwealth, the Canberra Business Council and Australian Capital Tourism. This committee would be a standing committee that would meet every 90 to 100 days and would facilitate dialogue between all members concerning the operation and development of the Airport, the integration of the Airport into the wider community, and the implementation of both the Airport's Master Plan and of Commonwealth policy.

3.1.4 Consultation with the NSW Government

Whilst Canberra Airport is wholly located within the ACT, flight paths to and from Canberra Airport pass over NSW, including at low altitude. The issues of aircraft noise, airspace protection and maintaining a residential-free corridor to and from Canberra Airport within NSW are thus of critical importance to the ongoing unconstrained aviation operations of Canberra Airport and its ability to fulfil its role in the national network of Airports. Furthermore, surrounding areas of NSW are also critical for the provision of regional

infrastructure including roads and public transport.

Consultation with the NSW Government includes regular meetings with the NSW Department of Planning and the Premier's Office. Officials from the NSW Department of Planning also attend the Industry Aircraft Movement Procedures Review Group and the Canberra Airport Aircraft Noise Consultative Forum. NSW Police and Queanbeyan SES also attend the Airport Emergency Committee meetings.

3.1.5 Consultation with the Queanbeyan City Council and other regional councils

Canberra Airport notes the role and function of the existing Queanbeyan commercial and industrial areas and as such believes that Queanbeyan City Council in NSW is an important Airport stakeholder. Canberra Airport consults regularly with Queanbeyan City Council on a range of infrastructure and land-use planning issues, with particular emphasis on aircraft noise issues.

Canberra Airport has formally presented at Queanbeyan City Council meetings on various occasions, as well as regularly consulting directly with the Mayor, Councillors, General Manager and Strategic Planning officials.

Representatives from Queanbeyan City Council, including the Mayor, attend Canberra Airport Aircraft Noise Consultative Forum meetings. Representatives from the Palerang Shire Council and Yass Valley Council are also invited to attend the meetings and are included in all correspondence and meeting notes.

Canberra Airport's Managing Director has also presented on a number of occasions to the ACT Chief Minister's Regional Leaders Forum, which consists of representatives from the ACT and NSW Government and the Mayors of the 14 City and Shire councils in the Capital Region.

3.1.6 Stakeholder Consultation

Aside from consulting with the various levels of Government, Canberra Airport regularly meets with other key Airport stakeholders, including but not limited to airlines and aircraft operators, business and tourism groups, tenants both on Airport and in the surrounding area.

Regular consultative forums involving Airport stakeholders include (but are not limited to):

- Low Visibility Procedures Review Group, dealing with proposed upgrades to instrument landing capabilities and associated aviation capability of the Airport;
- Canberra Airport Safety Committee, dealing with on-Airport safety issues;
- Canberra Airport Bird and Wildlife Management Committee, dealing with bird and wildlife management on and in the vicinity of Canberra Airport;

- Canberra Airport Emergency Committee, dealing with planning for and response to all types of emergency situations on or in the vicinity of Canberra Airport;
- Canberra Airport Security Consultative Group, dealing with security issues on and in the vicinity of the Airport, as well as in the community more generally;
- Industry Aircraft Movement Procedures Review Group, dealing with Aircraft noise, aviation development and regional planning issues; and
- Canberra Airport Aircraft Noise Consultative Forum, dealing with Aircraft noise, aviation development and regional planning issues.

Canberra Airport is also represented on the Regional Airspace Users Advisory Committee (RAPAC), dealing with airspace and aviation issues at and in the vicinity of Canberra Airport, chaired by the Civil Aviation Safety Authority and also attended by representatives from the General Aviation community and the airlines.

Canberra Airport regularly consults with and presents to key business and industry organisations such as the Canberra Business Council, Queanbeyan Business Council and the ACT & Region Chamber of Commerce and Industry.

Canberra Airport management have also at various times held chairmanships and directorships on the Australian Capital Tourism Commission, Tourism Industry Council, Tourism Task Force, Canberra Business Council, Property Council of Australia, Canberra Convention Bureau, Australian Airports Association, Tourism Task Force and other business and industry groups. Not only does this demonstrate a commitment to business, planning, tourism and development in the region as a whole, but also serves as an important consultation and information-dissemination point to a wide range of interests in the community at large.

3.1.7 Future community consultation processes

The December 2008 Aviation Green Paper outlined proposals for formal community consultation groups to “foster effective community engagement in airport planning and operations issues”. Canberra Airport strongly supports this initiative and believes that with certain changes, the former Canberra Airport Aircraft Noise Consultative Forum (now the Canberra Airport Consultative Forum) is well suited to fill this role. Already, Master Plans and Major Development Plans are all discussed by this committee as part of the consultation process. The new Canberra Airport Consultative Forum now operates with an expanded membership.

Recognising the importance of ongoing consultation, notwithstanding the extensive range of consultations already undertaken, Canberra Airport proposes to commence a regular consultation meeting with members of the public. It is initially proposed to hold this meeting monthly (excluding January) at Canberra Airport. The Airport also intends to meet and

consult individually with a range of key community and industry bodies at least once a year in addition to other consultation forums.

3.2 Master Plan Consultation

3.2.1 2008 Draft Master Plan consultation

Specific pre-consultation meetings were undertaken with the Commonwealth, ACT and NSW Governments and the Queanbeyan City Council as well as key industry groups in the preparation of the 2008 Preliminary Draft Master Plan. The views of the groups that accepted the invitation for consultation were carefully considered and taken into account for the preparation of the 2008 Preliminary Draft Master Plan.

Further, a range of submissions were received as part of the official public consultation process for the 2008 Preliminary Draft Master Plan. These were analysed and responded to as part of the final draft submitted to the Minister. Due regard was had to all of these submissions, including those received after the close of the official consultation period.

The pre-consultation meetings and all submissions to the draft 2008 Master Plan inform and have been considered in the preparation of the 2009 Preliminary Draft Master Plan, though it is noted that this does not prejudice any meetings held or submissions received as part of the official consultation process for the 2009 Master Plan.

3.2.2 2009 preliminary draft Master Plan consultation

The *Airports Act* requires that before submitting a draft Master Plan to the Minister for Infrastructure, Transport, Regional Development and Local Government for approval, the company must undertake a public consultation process. Canberra Airport advertised in local newspapers that a preliminary version of the Master Plan was available, and invited public comment within 60 business days of the newspaper notice. Canberra Airport also placed a notice and a copy of the Preliminary Draft Master Plan on its website (also downloadable by individual chapter), which was available for viewing and download free of charge throughout the 60 business days public comment period and up until the date the draft Master Plan was submitted to the Minister.

As stipulated by the *Airports Act*, Canberra Airport gave due regard to all submissions received during the public consultation period before submitting the draft Master Plan to the Minister. This included a detailed summary of key points raised in each individual submission, Canberra Airport's response to those points, and changes made to the preliminary draft Master Plan in response to those points.

3.2.2.1 Pre-consultation

In December 2008 and January 2009, Canberra Airport held consultation meetings with the Department of Infrastructure, Transport, Regional Development and Local Government with

respect to the 2009 Preliminary Draft Master Plan. Further pre-consultation meetings were also held with Airservices Australia, CASA, RAAF 34 Squadron, Queanbeyan Councillors, the National Capital Authority and the ACT Government.

Prior to the release of the 2009 Preliminary Draft Master Plan for public consultation, and as part of compliance with s71 of the *Airports Act*, Canberra Airport wrote to all airline and airfreight users of Canberra Airport seeking specific input as to their needs as users of the Airport, and to gain a more comprehensive understanding of their current and future operations at Canberra Airport. Canberra Airport subsequently met with a range of senior staff from Qantas and Virgin Blue during the public consultation period to present the Master Plan and seek input.

3.2.2.2 Consultation during the 60-day public consultation period

Public meetings

During the 60-day public consultation period, Canberra Airport presented at the following public meetings with respect to the 2009 Preliminary Draft Master Plan:

- Public Meeting, Canberra Airport 17 March 2009
- Tuggeranong Community Council 2 April 2009
- Gungahlin Community Council 8 April 2009
- Jerrabomberra Residents' Association 15 April 2009
- Public meeting sponsored by ACT Greens, with a presentation also by Curfew 4 Canberra. Representatives from the North Canberra Community Council, Gungahlin Community Council, Woden Valley Community Council, Canberra Business Council and RAAF Association also attended. 30 April 2009

Public notices (initial notice and reminder) were published in *The Canberra Times* and *Chronicles*, and on the Airport's website with respect to the meeting at Canberra Airport on 17 March 2009.

Public meetings hosted by community organisations were publicised to the members of those organisations and in some cases were also published in *The Canberra Times* and/or *Chronicle*.

The final public meeting in Civic was publicised on Canberra Airport's website. It is noted that requests by the Airport to publicise this meeting further were declined by the ACT Greens who were hosting the meeting and had also agreed to coordinate publicity. However, Curfew 4 Canberra letter dropped 2,500 homes in North Canberra regarding the meeting and the Master Plan.

The content of the Airport's presentations and notes of questions and answers from the Public Meetings are attached to the draft Master Plan consultation report and are posted on the Airport's website.

Stakeholder briefings

During the 60-day public consultation period, Canberra Airport met with the following stakeholders with respect to the 2009 Preliminary Draft Master Plan:

ACT Government:

- Department of Environment, Climate Change, Energy and Water 17 March 2009
- ACT Planning & Land Authority 23 March 2009
- Land Development Agency 6 May 2009

ACT Politicians and their staff:

- Mr Andrew Barr, MLA, Minister for Planning 29 April 2009
- Mr Steve Doszpot, MLA 2 April 2009
- Mr Brendan Smyth, Deputy Leader of the Opposition Legislative Assembly for the ACT 2 April 2009
- Liberal MLA's and their staff: 16 April 2009
 - Mr Zed Seselja, Leader of the Opposition
 - Mr Tio Faulkner
 - Mr Alistair Coe, MLA
 - Mr Jeremy Hanson, MLA
 - Mr Steve Doszpot, MLA
- Mr Zed Seselja, Leader of the Opposition (2nd meeting) and Ms Fiona Glaskin, Senior Advisor to Mr Seselja 22 April 2009
- ACT Greens 15 April 2009
 - Mr Shane Rattenbury, MLA
 - Ms Helen Oakey, Senior Advisor
- ACT Greens MLA's and advisors Briefing 22 April 2009
 - Mr Shane Rattenbury, MLA
 - Ms Caroline LeCoutier, MLA
 - Ms Amanda Bresnan, MLA

Airlines:

- Qantas (Sydney) 8 April 2009
- Virgin Blue (Brisbane) 28 April 2009

Developers:

- Village Building Company 13 March 2009
- Canberra Investment Corporation Limited 19 March 2009

Federal Politicians (ACT based):

- Ms Annette Ellis, Member for Canberra 19 March 2009
- Senator Kate Lundy, Senator for the ACT 24 March 2009
- Senator Gary Humphries, Senator for the ACT 26 March 2009
- Mr Bob McMullan, Member for Fraser and Parliamentary Secretary for International Development Assistance 20 April 2009

Federal Government agencies:

- CASA 16 March 2009
- Department of Environment, Water, Heritage and the Arts 11 April 2009
- Department of Defence 6 April 2009

NSW Politicians:

- Mr Steve Whan MP, Member for Monaro 24 April 2009
- The Hon. Barry O'Farrell, NSW Leader of the Opposition 18 March 2009
- The Hon M.R. Mason-Cox MLC, Deputy Leader of the Liberal Party in the Legislative Council 18 March 2009

Federal Politicians – Other:

- The Hon Warren Truss, MP, Leader of the National Party Shadow Minister for Infrastructure, Transport, Regional Development and Local Government 11 March 2009

- The Hon. Dr Mike Kelly AM MP, Federal Member for Eden Monaro 21 April 2009

Canberra Airport Aircraft Noise Consultative Forum:

- Brindabella Airlines 12 March 2009
- Gungahlin Community Council Inc 12 March 2009
- Jerrabomberra Residents' Association 12 March 2009
- Weston Creek Community Council 12 March 2009
- Woden Valley Community Council 12 March 2009
- Airservices Australia 12 March 2009
- RAAF 34 Squadron 12 March 2009
- ACT Chief Ministers Department 12 March 2009
- Overnight Airfreight Operators Association (OAOA) 12 March 2009

Industry:

- Tourism & Transport Forum (TTF) 26 February 2009
- ACT Chamber of Commerce and Industry 13 March 2009
- Master Builders Association 17 March 2009
- Canberra Business Council 19 March 2009
- National Capital Attractions Association 1 April 2009
- Green Building Council Australia 2 April 2009
- Airservices Australia 14 April 2009

Environment Groups:

- The Conservation Council 4 May 2009
- Mr Geoff Robertson, President, Friends of the Grassland 4 May 2009

NSW Government Departments:

- Department of State and Regional Development 3 March 2009
- NSW Government Department of Planning 8 April 2009

Queanbeyan City Council:

- Queanbeyan City Council 31 March 2009
 - Clr Tim Overall, Mayor of Queanbeyan
 - Cr Tom Mavec
 - Cr Ann Rocca
 - Cr Steve Stavreas
 - Cr Peter Bray
 - Cr Trudy Taylor
 - Cr Velice Trajanoski

Tralee Station Land Owner:

- Ms Stephanie Barker, Associate Director, Urbis (consultant) 6 April 2009
- Ms Sandra Walsh, Land Owner, Tralee Station 6 April 2009

Further meetings were held following the close of the public consultation period (as an acceptable time was unable to be scheduled during the public consultation period) with:

- Curfew 4 Canberra on 20 May 2009;
- ACT Greens (Mr Shane Rattenbury MLA) and MsHelen Oakey, Senior Advisor on 28 May 2009;
- The Hon Gary Gray AO, MP, Parliamentary Secretary for Regional Development and Northern Australia on 12 May 2009;
- ACT Chief Minister, Jon Stanhope MLA, 19 May 2009; and
- ACT Government on 22, May, 26 May and 12 June 2009.

The content of the Airport's presentations and notes from the Public Meetings are attached to the draft Master Plan consultation report.

3.2.2.3 Submissions to the 2009 Preliminary Draft Master Plan

Canberra Airport received a total of 216 submissions to the 2009 Preliminary Draft Master Plan during the 60 business-day public consultation period, and a further 17 late submissions, a total of 233 submissions.

Where permission has been granted, submissions have been made available for download on the Airport's website.

Submissions were received from a wide cross-section of Airport stakeholders, including Government, the aviation industry, industry and community associations, local businesses and members of the Community. The break-up of these submissions were as follows:

- ten submissions from various levels of Government, Government agencies or political parties;
- seven submissions from aviation industry participants (excluding private pilots);
- submissions from General Aviation users of Canberra Airport (private pilots);
- eight submissions from Business/Industry Associations;
- 64 submissions from local Canberra and region businesses;
- eight submissions from Canberra and region community organisations;
- 131 submissions from members of the community (including 57 submissions using a form letter response circulated by the Curfew 4 Canberra community organisation).

Key Issues

Further detail is provided in the draft Master Plan consultation report, however key trends and issues raised in submissions were as follows:

- Aviation industry participants indicated their support for the growth of the Airport and the need for the Airport to remain curfew-free. They also indicated their comfort with the passenger and movement projections outlined in the Master Plan;
- Business and industry associations strongly supported the ongoing growth in aviation at the Airport including passenger and freight operations. The majority also supported the need for the Airport to remain curfew-free;
- Local Canberra and region businesses also strongly supported the Master Plan, emphasising the Airport as a critical economic and social driver that in many cases has supported their businesses, their employees and families; and
- Community organisations and individual members of the community expressed divergent views on the Master Plan. These include but are not limited to:

- A number of submissions expressed concern regarding the proposed overnight freight hub and called for a curfew on the Airport;
- Some community organisations and community members rejected noise sharing, whereas others have called for noise sharing to reduce existing aircraft overflight of their homes;
- A number of submissions opposed proposed residential development under the flight paths;
- A number of submissions supported the growth of the Airport, particularly international flights (noting that many only wanted to see such growth outside the 11pm-6am period);
- A number of submissions raised concerns about the environmental impact of increased flights and about the health impact of night flights;
- A number of submissions questioned the accuracy of noise readings, particularly over North Canberra suburbs and rural-residential areas south of the High Noise Corridor around Googong and Royalla; and
- A number of submissions questioned the current *Airports Act* Master Plan consultation process and the consultation undertaken by Canberra Airport, suggesting that it should be managed by the Commonwealth rather than the Airport.

The clear message from the consultation phase of the Master Plan from members of the community is that living adjacent to the flight paths (even outside the High Noise Corridor or the Australian Noise Exposure Concept 15) is a concern to some residents based on current noise levels and frequency of flights. The implications of this are clear:

- The Canberra and Queanbeyan Noise Abatement Areas must be protected, strengthened and enlarged to cover the remainder of Gungahlin and possible future residential development at Googong new town;
- The development of additional noise abatement procedures to protect NSW homes already under the flight paths should be pursued;
- The flight paths, and hence aircraft noise, must be kept within the High Noise Corridor and away from existing homes;
- Living directly under the flight paths would be far worse; and therefore
- That the Commonwealth, ACT and NSW Governments must ensure that no new homes are built under the flight paths, especially within the High Noise Corridor.

The full text of all submissions received, as well as Canberra Airport's response to those points, and changes made to the preliminary draft Master Plan in response to the key points raised in the submissions have been provided to the Minister alongside the final draft Master Plan in the form of a Consultation Report.