



Canberra Airport  
2 Brindabella Circuit  
Brindabella Business Park  
Canberra ACT 2609

30 APR 2009

Campbell Act 2612  
28<sup>th</sup> April 2009.

Dear Sir/Madam,

The following is my response to your invitation for public comment on your Preliminary Draft Master Plan .

**Aircraft Noise.** Your proposal to operate a 24 hour freight hub at Canberra Airport will be a significant change of the usage of the airport. In addition to the round the clock operating hours, there will be an increase in the frequency of landings and take-offs. The aircraft will be noisier than the passenger aircraft used at present and in the future as these aircraft are almost without exception older having been downgraded from passenger use to that of freight. Their noise levels and pollution will therefore be much greater. On the question of pollution a change in wind direction usually occurs in the early evening during the summer months when the westerly wind is replaced by an easterly bringing cool fresh air from the coast. With an airport in 24 hour operational mode, all the pollution from aircraft takeoffs and landings would be blown over the residential areas of Canberra which is totally unacceptable. The health of Canberra citizens is of paramount importance.

**Sleep Disturbance.** There are clear standards from WHO about the noise levels at which sleep disturbance occurs and the effect of this on health. I would like to see data on noise levels and pollution from older aircraft ( up to 25 years old) that will use the airport.

At the very least I would expect that as a protective measure against adverse effects on health there would be a curfew from 11pm to 6.00am during which time there would be no aircraft movements at Canberra Airport with the exception of aircraft such as those used by air ambulance and similar emergency services. I would expect such a curfew to be strictly enforced with very heavy penalties for any breach of curfew hours.

**Road Traffic.** A final point which has been overlooked is movement of freight to and from the airport by road. At present we are suffering from massive road congestion in the vicinity of the airport as a result of a piecemeal approach to try to patch up the road system well after the need for better road facilities has occurred. There should not have been any development of the airport until an effective road transport system was in place. New residential suburbs do not have homes constructed and occupied until all the infrastructure is in place. What makes an airport different? Only a complete indifference to the problems that will occur when the whole process is carried out in reverse.

There should not be any further airport development until all the necessary infrastructure in the surrounding area is completed to provide services for at least the next 20 years.

Mr. Anthony Brunskill.

Campbell ACT 2612  
Tuesday 28<sup>th</sup> April 2009.

A handwritten signature in cursive script that reads "Anthony Brunskill".