

From: DAVIS,Claire
Sent: Wednesday, 6 May 2009 3:54 PM
To: Info @ Canberra Airport
Subject: [NEWSENDER] - Canberra Airport Curfew - Message is from an unknown sender

Attention:
Canberra Airport
2 Brindabella Circuit
Brindabella Business Park
CANBERRA AIRPORT 2609

Cc:
Federal Minister for Transport

John Stanhope
ACT Chief Minister and Minister for Transport
Macarthur House
12 Wattle St
Lyneham ACT 2602.

From:
Brett & Claire Davis
Hackett ACT 2602.

5 May 2009

Dear Sir/Madam,

In response to your invitation for public comment on your 2009 Preliminary Draft Master Plan for the extension of the Canberra Airport, I wish to make the following objects.

Inadequate information on Aircraft Noise

During the public discussion on this matter held at the ACT Legislative Assembly on 30/4/09, it was pointed out that both the current aircraft movement figures and the current background noise level around North Canberra that are stated in the draft Master Plan are incorrect by a substantial amount. So one might wonder, what other statements/figures in this plan are also incorrect, as below.

The claim that the expected increase in aircraft movement will not generate more than 65db

7/05/2009

background noise. Well, independent noise measurements currently show background noise is already over this level. As one can see, this claim is totally false.

Unacceptable Disturbance of Sleep

Living on the foothills of Mount Majura (i.e. just on the other side of the airport), we can quite clearly here the 6am first flights leaving the airport in the quite hours of the morning. I don't want to have this noise constantly throughout the night.

Therefore, this proposed 24 hour air transport hub will require a massive amount of semi-trailers travelling down the Majura Road at night to distribute this freight. This will further increase the night background noise.

Flawed Public Comment Procedure

These public submissions currently are directed to you, who then pass them onto the ACT Government. One would expect it to be the other way round. This major conflict of interest process should be rectified before the government makes their final decision.

Knowing that the information contained within the first public submission to the first Airport Extension Master Plan had to be obtained by the 'Curfew 4 Canberra' group via the 'Freedom of Information' act, as it was not released to the public by either the ACT Government or the Canberra Airport, make me wonder if we are in the Nation's Capital or in a 3rd World Country.

The closing date for this public submission comment to the proposed airport extension will close before the independent noise report can be tabled, seems illogical for a democratic country.

Increase in Green House Gasses

The only answer the Canberra Airport representative at this meeting had for the question about the massive increase in Green House gasses due to the expected growth of the airport over the next 20 years was, "*It's not fair that the source airport is charged for the entire green house gas release during an international flight*". The representative failed to realise that it's a global problem and not just an airport problem.

Status Quo as the Kingsford Smith Airport

We would like the same considerations the residents of Sydney have in regards to the Kingsford Smith airport, that being a night curfew between 11pm to 6am.

Lastly, I wish to view my objection on Canberra becoming the 2nd 24 hour freight hub for Sydney.

Regards,
Brett Davis