

Mr Stephen Byron  
Managing Director  
Canberra Airport

**Contact:** Mike Thompson  
Demeyne Aviation

Dear Stephen,

Thank you for the opportunity for Demeyne Aviation to provide some comment in relation to the Canberra Airport Preliminary Draft Master Plan 2009. I hope in some way the following comment can contribute to the future design and planning considerations for Canberra Airport.

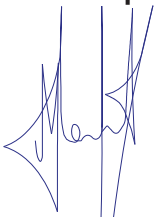
I believe Canberra Airport's greatest asset is its location, and the opportunity to service, not only the city, but the greater part of south eastern NSW. As a complete transport hub, Canberra Airport has a unique opportunity to provide freight and passenger services to the region through a multi-mode transport strategy, which would obviously increase the commercial throughput of the airport, but also provide more efficient transport choices and employment opportunities for an area that, would appear is in a constant growth phase. Coupled with a very fast train link along the east coast connecting Melbourne, Canberra Sydney and Brisbane the ability to quickly move increasing demand within this regional area would naturally attract the pax and carriers that would otherwise be transitioned through Sydney or Melbourne. In theory this could make Canberra both a Second Sydney and a Second Melbourne Airport!

To maximise development potential as a transport hub it is critical that a curfew is not imposed on the port and that operations are based on the economic demands of the area. Therefore, the importance of airspace and noise protection cannot be under estimated in regard to the long term commercial impacts on this facility. A quick examination of the problems that stem from a history of development around Sydney KS Airport and Melbourne Tullamarine Airport (to name a few) shows that an ongoing program of protection against compromising development is critical to the long term planning flexibility of any port. One aspect that may be of interest in relation to protection of aeronautically and commercially sensitive areas is the introduction of Public Safety Zones (PSZ). While currently there is no requirement under the Airports Act to allocate these protection areas, it may be worth considering as a holistic approach to an overall protection strategy. Together with noise and airspace, PSZ protection may further safe guard areas adjacent to the airport from development impact. PSZ areas could be acquired by the airport and developed for commercial activity under the recommended provisions for use within these areas.

Overall, the content of the Master Plan shows clearly that Canberra Airport is dedicated to the growth and servicing of the region and to maximise the full potential of the facility, which will have enormous 'flow-on' benefits to the immediate community, but also in a broader national aspect.

In closing, I would like to reiterate that Canberra Airport really has a unique opportunity in this country to lead the way in the modernisation of transport infrastructure in a way that would set the standard for those to follow. Also, I'd like to take this opportunity to comment on the professionalism and enthusiasm of all those associated with the advancement of Canberra Airport, it is a pleasure to work within such a dedicated group.

Kind Regards,  
**Mike Thompson**



**DEMEYNE AVIATION**  
7 May 2009