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Having read the Canberra Airport Preliminary Draft Master Plan 2009, I would like to make the following observations.

The general direction for Canberra Airport in relation to commercial transport and major freight operations, including using Canberra as an international gateway, are strongly supported and should have been done years ago.

The introduction of Security Controlled Airports in Australia had been an inconvenience for operators of light aircraft. In Canberra the requirements have been carried to ridiculous extremes. Unlike other such airfields in Australia, which require only possession of a current ASIC identifier, Canberra Airport demands 30 minutes prior notice and an escort for all arrivals and departures of light aircraft.

In recent years general aviation aircraft have been priced out of the Canberra Airport market. A fuel tariff imposed by Canberra Airport, unreasonable and regular increases in movement fees and parking and hangarage charges, and the growth in commercial traffic have resulted in displacement of most of the locally based light aircraft population.

Since the airport was sold, the light aircraft population has reduced from about 160 aircraft to fewer than 25. The owner of these aircraft, and others that have been acquired since privatisation, have relocated to regional airfields up to 200 km from Canberra, at great inconvenience to the owners. Nothing in this Draft Development Plan indicates a change of attitude to the presence of light aircraft on the part of Canberra Airport's owners. In that respect community needs have not been met and have not been addressed in this plan.

This bias against general aviation in Canberra had resulted in the loss of six of the seven flying schools and all but one of the aircraft maintenance organizations since privatisation. One of the businesses driven off Canberra Airport is Corporate Air. They have just spent \$1.5m on hangarage alone at Goulburn. The associated income and employment associated with their business has also moved to Goulburn.

The use of Canberra Airport as a centre for Flight Training proposed in the Canberra Airport Draft Development Plan is impractical as there are already severe restrictions placed on light aircraft movements and the types and times of training operations permitted. Furthermore, such light aircraft operations are incompatible, and potentially dangerous, when mixed with significant levels of commercial air transport, freight and VIP operations. This is particularly relevant due to the growth of high speed commercial aircraft traffic in recent years.

The bulk (80%) of the privately owned light aircraft whose owners reside in the ACT are operated by recreational pilots who do not have access to Canberra Airport

anyway and the general aviation pilots (20%) have been forced to relocate. The draft plan is a gross mismatch to community expectations for general aviation and recreational aviation members of the community.

These needs would best be met by having a new secondary airfield located outside controlled airspace but in the ACT, leaving Canberra Airport to pursue its aspirations to become an international and domestic commercial venue. A secondary airfield properly located would bring businesses and employment back to the ACT, would best meet the needs of locally based aviators, and would provide an operational base for fixed and rotary wing emergency services aircraft near to potential fires and away from the traffic conflicts at Canberra airport. This development project should have been undertaken years ago to avoid the current problems experienced at Canberra Airport.

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