

Re: The availability of aircraft fuel in the next 20 years (Ch 5)

A vision for the next 20 years must surely consider the major impacts likely to occur during that time. There seems to be general acceptance that 'peak oil' has already occurred, or will soon occur; it will certainly have occurred long before the year 2029. Its impact on the world is surely going to be overwhelming and quite possibly catastrophic, with the price of oil sky-rocketing, the probable outbreak of further oil wars, etc. In comparison, the current purely economic Global Financial Crisis will probably pale into insignificance.

The impact on airlines will be particularly severe, given there are no alternative fuels for jet aircraft. With this in mind, how can the optimistic 'compound growth' future estimates on pages 49 and 51, based on past history, be sustained?

What value is a 20 year Masterplan if such a major factor as this is simply ignored - I can find no mention of it in the 229 pages.

Re: Proposed Freight Hub (Ch 6), Aircraft Noise (Ch 14)

The Airport has told us, ie local people, repeatedly in recent years:

(1) 'If the proposed Tralee etc housing developments under/hear the main flight path go ahead*, and people there then complain about aircraft noise, then there will have to be 'noise-sharing' throughout Canberra.'

and

(2) 'Since Sydney has a curfew and Canberra doesn't, then Canberra, with its sort-of central location in Australia, is the ideal place to have an Australia-wide Freight Hub, with 24 hour operations.' (Lucky Canberra!)

The Airport seems to be less forthcoming about the following question:

(3) 'If the Freight Hub comes to pass, and there are then complaints about the night-time noise emanating from it, what will be done about it?'

By the logic of (1), something would have to be done. The only solution I can see would be the introduction of a curfew. Which surely puts the proposal for such a Hub on decidedly shaky ground.

Such a development, only 6 km from the Canberra Civic Centre, is surely quite inappropriate for the country's capital city. The place for it is on runways well away from habitation, surely possible in the sparsely settled land of this large country. An ideal infrastructure project?

* I am completely *with* the Airport that there should not be any new housing developments under or close to the main airport flight path.

(Dr) R.E. Miles

Sutton, NSW 2620

4 May 2009

Kathy Aves

From: Roger Miles
Sent: Monday, 4 May 2009 3:52 PM
To: Kathy Aves
Subject: Comments on Draft
Attachments: Comments ...pdf; ATT00001.htm

Dear Kathy,

I attach herewith my comments on the Master Plan, Preliminary Draft, as a pdf document.
I trust you will acknowledge receipt of it.

Yours sincerely,

Roger E. Miles
Sutton,
NSW 2620