

Ms Kathy Aves
Canberra Airport
2 Brindabella Circuit
Brindabella Business Park ACT 2609
Tel: 02 6275 2222



7 MAY 2009

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Dear Ms Aves

Re: Submission to the Canberra Airport 2009 Preliminary Draft Master Plan.

We as residents of the Googong/ Royalla area of New South Wales believe that the following points should be taken into consideration by the Federal Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Anthony Albanese MP when he considers the Canberra Airport 2009 Draft Master Plan:

- We acknowledge the importance of aviation infrastructure to the region. As stated by the Canberra Airport within their submission paper in March 2008 "their aim is to develop the airport as a first class facility by responding to the needs of business and the community", however, we have grave and legitimate concerns over proposals put forward by the Canberra Airports 2009 Preliminary Draft Master Plan.
- In 2004, the Queanbeyan City Council commenced a petition to impose a curfew at Canberra Airport. The residents of this area have once again established such a petition and have attached to this submission for your consideration. The development of policies for the Canberra Airport is at a crucial crossroads. The proposal to transform the Canberra Airport into a 24 hour domestic and international freight hub would have a devastating effect on the quality of life of residents in our area if no curfew was introduced. In some countries sleep deprivation is used as a form of torture. Is this what the general community expect from us? Try this analogy; if 100 people dumped their rubbish on one person's property, I believe that the community would find that unacceptable. Then why is it acceptable that we are expected to absorb all the affects of aircraft (noise being the rubbish).
- While in reading the submission from the Canberra Airport it is clearly evident that their concerns are framed in such a way as to be seen to be providing services and infrastructure to the region, the potential for future investment and **their own profitability can also not be underestimated as a motive for their submission.**
- The NSW Planning Minister in 2008 (Hon Frank Sartor), has acknowledged at a meeting in May 2008, that Canberra Airport needed a residential-free corridor south of the Airport in which to operate. The

current proposal by the Airport as stipulated within their March submission is as follows:

....*"Canberra Airport is of the view that the population of the Canberra and Queanbeyan region could increase to in excess of 1 million residents without any need to build under or near flight paths. Such a settlement plan could also enshrine a flight path corridor (where such a corridor could be derived from the existing High Noise Corridor)."*

- The Commonwealth Government noted in the Aviation Green Paper: *"It does not make sense to allow new noise sensitive developments to occur in areas where they will lead to public concerns that may affect the long-term viability of the airport. In particular, there is every reason to avoid noise sensitive development in green field sites near airport flight paths". Page 191 of the Green Paper.* There are already residential developments in this area and have been for over twenty years with thousands of people already effected by aircraft noise.
- Prior to the implementation of noise abatement procedures at Canberra Airport in 1995, many jet and non-jet aircraft arrived and departed over substantial numbers of residents in Tuggeranong and North Canberra in the ACT, and Jerrabomberra, Karabar and South Queanbeyan in NSW. So most of Canberra and Queanbeyan were under the then existing flight paths. The residents of these areas quite reasonably objected to the level of noise and placed heavy pressure on their sitting Federal and State members to remedy the situation. The political response to the community outcry in 1995 was for the Commonwealth to work with Air Services Australia in the formulation and implementation of the Canberra and Queanbeyan Noise Abatement Area, thus implementing a High Noise Corridor in which we as residents of the Googong/Royalla area now find ourselves living and many were living here prior to the high noise corridor and noise abatement areas being established. The residents in Canberra and Queanbeyan are apathetic to our concerns because aircraft no longer fly over them. If noise sharing was introduced, the community would then strongly reject the notion of a 24 hour airport and see it for what it really is, - socially and environmentally unacceptable for a modern society to be kept awake all night by any form of noise
- The design of the Canberra and Queanbeyan Noise Abatement Areas has resulted in the concentration of flight paths of aircraft on arrival to or departure from Canberra Airport into a defined corridor directly over our homes. In effect, the Noise Abatement Areas formed a canyon of airspace over our homes, with plateaus over each Noise Abatement Area, and then a canyon between them where aircraft descend to land at or climb on departure from the airport. It is vital for you to realise, and this fact is also recognised within the Canberra Airport's recent submission, that the level of aircraft noise in the area between the noise abatement areas is now significantly greater than what was experienced over Canberra suburbs prior to 1995. This is both because flights occur over a more concentrated area, and because the natural growth of the

airport and greater competition in the aviation sector has ensured a greater number of flights and heavier aircraft than prior to 1995.

- In recent correspondence from the Federal Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Anthony Albanese MP, he stated that "*extensive public consultation occurred at the time of establishing the High Noise Corridor*". Residents have been living in this area for over twenty years, and I can assure you that no consultation was undertaken. Extensive consultation may have been undertaken with those residents complaining in the Tuggeranong, North Canberra, Jerrabomberra, Karabar and South Queanbeyan areas, but not with those of us who were residing in the new High Noise Corridor that was to be established. I (Dirk Navara), attended a public consultation meeting at the Airport on the 17 March 2009. The airport was represented by Mr Noel McCann. As I understand it, minutes (or notes as he referred to them), of the meeting form part of the Draft Plan. Mr McCann was asked to email the notes of the meeting to myself and others that attended. He provided assurance that this would happen. To date no correspondence has been received. This is supposed to be consultation to the public. It appears that the airport only seems to do what the airport wants, and we the public are a necessary annoyance.
- As previously mentioned, residents' lives have already been effected due to the significant increase in the past 14 months of aircraft activity in the area. If the Canberra Airport is allowed to establish a 24 hour domestic and international freight hub with no night time curfew as is currently in place in other capital cities, then this negative impact will be further amplified. Imagine aircraft flying over your home, 24 hrs a day. What quality of life would you have?
- Most residents moved to rural areas to escape such noise constraints, however, the main root of our concern is that this is a situation that has been forced upon us. Regarding those residents who moved to this area after 1995, there was no mention or information provided to them indicating that they were building under a High Noise Corridor. At least the residents of Tralee will have the benefit of making an informed decision.
- There are now thousands of residents (this not counting the residents of Jerrabomberra or the members of Curfew for Canberra) living in this area and their concerns are reflected by the number of signatures on the attached petition. It is vital for the Committee to realise that the designated High Noise Corridor is not a *green field's* area where aircraft noise has little or no impact and as such our concerns and quality of life should be given the same consideration that was provided to those residents in other areas who raised concerns in 1995.

- As previously stated, we acknowledge the requirement for aviation infrastructure in the Canberra region; however, do not understand why we as a select group of people should have to bear the brunt of all aircraft noise for the entire community. If the entire community enjoy the benefits of the Canberra Airport then surely all should share in the consequences by having a noise sharing policy in place.
- We also have concerns on what impact air craft related pollution may be having on the quality of our drinking water which is sourced directly from the rainwater collected from our roofs.
- We agree with most of the submission presented by the Curfew 4 Canberra group to the 2008 Draft Plan for the Canberra International Airport.
- The aircraft could land and take off west of the southern area of the “High Noise Corridor”. The problem is that the aircraft need to be equipped with GPS navigation. The airport states that eventually that all aircraft will have GPS, but could not give a timeframe. I believe that only GPS equipped aircraft should land at the Canberra International Airport and I am sure that the airport and airlines would object due to unfair expense. The ticket price should reflect not only the costs and profits of running an airline or airport; they should also reflect the social and environmental costs as well. User pays system, such as GST, makes the end-user pay for all associated costs. Don’t you think that is a fairer way, than just punishing innocent victims, by placing all aircraft noise over them 24 hrs a day? The aircraft flying further west, may be as simple as moving their existing landing beacon further west?
- Isn’t our quality of life more important than a private company dictating to the Government and the community?
- The Federal Government published an Aviation Green Paper in December 2008 in which the entire process of Airport Management and consequential impacts of that management on Communities is being analysed and reviewed. Coincidentally and subsequently, the Canberra Airport published their Canberra Airport Master Plan Preliminary Draft report in February 2009 seeking public comment by 8 May 2009. The publication of the plan with its lack of transparency and consultation are issues as highlighted within the Aviation Green Paper and could be perceived as an attempt to circumvent any outcomes that may arise from the Aviation Green Paper and restrict or require revisions to the community impacts of a private company (Canberra Airport Group) on others such as the NSW Government and its citizens! We do not believe that Minister Albanese should consider the Canberra International Airports 2009 Master Plan until he has been able to consider the results and recommendations of the National Aviation 2009 Green paper.

- We find it incomprehensible that State and Federal government regulations require environmental impact studies to be undertaken to protect the habitats of native flora and fauna from proposed commercial activity, while the CIA appears to be able to dump various forms of pollution on a large population of human residents without any human impact studies being undertaken.

In conclusion, and it is very hard to remove emotion from this submission, but we will try. The burden of aircraft noise that has been placed on our community is unfair and wrong. The residents living here in 1995 were not consulted when the high noise area was established and when noise sharing was abandoned. The Canberra International Airport states, the aircraft which fly in the High Noise Corridor, fly over rural land with little or no impact. Our community strongly disagrees with this statement as you can see by the petition from the Googong Residents Group. The majority of the blocks land in this area is zoned rural-residential not just rural. The residents here only ask for what other people in the community expect, the ability to sleep at night without the effects of aircraft noise and the fairness of noise sharing. If the Sydney airport can operate with a curfew and noise sharing arrangements in place given the large amount of aircraft activity there, then so can the Canberra Airport.

It is difficult to understand how the basic requirement for residents to sleep each night by having a curfew in place, cannot be considered relevant. This would defiantly be the case if the Canberra Airport was allowed to operate 24 hours a day. Peoples' basic need to a normal night's sleep and a reasonable, quiet existence is threatened in this area and may be overridden by big business and their need to expand. There should be no compromise; the needs of the people in our society should be put before that of large business. Please consider our needs first!

Yours sincerely



Dirk and
Leonie Navara