

5 May 2009

Mr Stephen Byron
Managing Director
Canberra Airport
Level 1, 2 Brindabella Circuit
CANBERRA AIRPORT ACT 2609

Dear Mr Byron,

I refer to your letter dated 17 April 2009 and would like to thank you for giving O'Neill and Brown Plumbing Pty Ltd the opportunity to provide comments on the draft master plan.

Having reviewed the Summary document of the Preliminary Draft (dated February 2009), I would like to share my support for the ongoing development of the airport both as a sub contractor and resident of the Nation's Capital. Please find below brief comments I believe would be important to consider during your review:

- Increased development of the airport would generate additional employment opportunities (particularly in aviation and logistics industries, air freight, aviation maintenance, education and related industries) for local residents and, as a result there may be an increased need to connect people from the Nation's Capital to other major Australian cities.
- Having additional people visiting the Nation's Capital would also boost local economy i.e. overnight accommodation and tourist facilities.
- Redeveloping the airport as an international terminal will increase tourism to the Nation's Capital, as tourists would have the option of flying directly to the Nation's Capital rather than flying to another international airport within the country followed by a connecting flight from another domestic terminal.
- There could be a reduction in number of domestic connector flights should international flights fly directly into Canberra Airport. A reduction in the number of unnecessary connector flights could also reduce the level of carbon emissions. Through reducing the use of non-renewable resources, identifying alternative sources, recycling and managing noise and biodiversity issues, the effect of Canberra Airport's environmental footprint could be significantly minimised.

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- Through balancing built and natural environments Canberra Airport would need to consider the most appropriate locations and densities for development to fulfil operational goals. In developing and implementing these locations, ongoing consultation with all stakeholders including shareholders, Government, customers and the community is required. Canberra Airports extension of its noise abatement areas to the new and future planned suburbs is seen as positive action to alleviate community concerns in these areas.
- The redevelopment of the airport increases the need for improved public transport facilities. Having an international airport situated in the Nation's Capital, would in my view, increase the need for the airport to have provision to accommodate the Very Fast Train in the near future. A VFT terminal located at Canberra Airport would maximise airport accessibility and connectivity and in return would assist Canberra airport to possibly act as Sydney's second airport. Furthermore through providing a VFT accompanied by improved road access, public transport, cycle and pedestrian access and parking, Canberra Airport would be able to cater for future growth within the region whilst maintaining adequate access to the site.
- Recycling and energy saving initiatives are an important aspect that should be considered in any future development. O'Neill and Brown commend Canberra Airport for the introduction of its energy saving initiatives in particular the two water recycling plants, the network for other ground water resources and the rain water storage and re-use systems. Non-potable water from recycled sources is currently been used for activities such as flushing toilets and irrigation. In addition to the rain-water reuse initiatives waterless urinals feature prominently at the Canberra Airport.

Once again, we thank you for the opportunity to provide comments regarding the future development of Canberra Airport, and hope, like in the past to be a part of its construction in the future stages.

Yours faithfully,
O'Neill and Brown Plumbing Company Pty Ltd


Anthony Pantano
Managing Director