



Steve Whan MP

MEMBER FOR MONARO

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Kathy Aves
Canberra Airport
2 Brindabella Circuit
Brindabella Business Park ACT 2609



- 1 APR 2009

Dear Ms Aves

Re. Draft Airport Master Plan

Thank you for the opportunity to comment on the 2009 Draft Canberra Airport Master Plan.

My comments will be limited to those issues which impact on the constituents I represent as NSW Member for Monaro.

My comments are in no way influenced by the fact that the Canberra Airport spent more than \$100,000 campaigning against me in the lead up to the last state election. I would also place on record that I have received (and fully declared) electoral donations from proponents of developments criticized by the Canberra Airport in its draft master plan. The views I express are based only on the interests of the constituents I represent.

I note that the Canberra airport has been required to prepare this draft plan as a result of the Federal Minister rejecting a previous document. Having read both documents I find it difficult to see substantial difference between this and previous documents.

The language around the development of a 24hr freight hub does seem to have been changed in order to attempt to show that residents of nearby areas should not object to all night freight flights, however the actual plan does little to change the very valid community concerns.

Canberra Airport does have a very important role in our region as a transport link and an important part of the region's economic infrastructure. However in my view it does that through its role as a destination for passengers and freight. Both of which provide economic benefit to our region.

It is not in the region's best interests to have freight flown in to Canberra only to be taken by road to Sydney or Melbourne. This freight hub role is far more suited to Goulburn with its access to the Hume Highway and the main railway line.

The Airport's freight hub proposal should be rejected as should any suggestion of Canberra Airport becoming the '2nd Sydney Airport'.

Flights during the early hours of the morning are not acceptable to the community.



The second issue I want to comment on is the huge discrepancy between the ANEF forecasts included in the document and the forecasts of actual movements. I note persistent references in the document to the ANEF forecasts being independently prepared and endorsed. What appears to be missing is the fact that the consultants who prepared the ANEF forecasts did so based on projections of flight movements provided to them by the Canberra International Airport.

As the document states the ANEF is based on the Ultimate Practical Capacity for the airport. The Ultimate Practical Capacity predicts movements virtually equivalent to London's Gatwick Airport – the busiest single runway airport in the world. This is clearly an unrealistic projection.

In 2007 Gatwick Airport serviced 35 million passengers. Canberra Airport's master plan suggests optimistically 7.5 million passengers in 20 years time. Given this massive discrepancy it is difficult to see how the ANEF projections bear any relationship to reality.

It is noted that the ANEF and also the so called 'High Noise Corridor' are based on the projection of Ultimate Practical Capacity. Significantly the ANEF is the nationally accepted planning standard and this ANEF projection therefore impacts directly on planning in neighboring NSW.

These large discrepancies in flight and noise projection figures give a strong indication that the plan is not adequate and should be rejected in its current format.

Given the unreliable noise projection figures all related comments including the attempted scare campaign on "noise sharing" should also be rejected.

I would, in any case, question whether it is appropriate in a master plan document to include the large amount of editorial comment this document incorporates.

It is also noted that, while outside the timeframe envisaged in this plan, the Airport flags a future need for a new parallel runway. This runway is mooted for land that is not available to the airport however if it was constructed would have flight paths directly over the city of Queanbeyan.

The plan should rule out altogether any additional runway.

I look forward to my comments being reflected in the revised plan.

Yours sincerely



Steve Whan
Member for Monaro

cc. The Hon Anthony Albanese MP

26 March 2009