

New Funding Arrangements Save Christmas Lunch

Canberra's traditional Community Christmas Lunch was celebrated as usual last year thanks to the support of the Snow Foundation and The Capital Region Community Foundation.

Established six years ago, St John's Reid 2008 Christmas Lunch was at risk of being cancelled due to a lack of funding.

That was overcome however when the two Canberra based foundations agreed to a new funding partnership which will enable St John's to continue to host its traditional Christmas lunch again in 2009.

A cheque for \$5,000 was handed over to St John's on Monday, December 8 by The Snow Foundation's CEO, Georgina Byron, and The Capital Region Community Foundation chair, Margaret Reid.

"We are delighted to help this special and important initiative, which supports so many local people who often find Christmas a difficult



Sue Jordan from St John's, Georgina Byron, Snow Foundations Executive Director and Margaret Reid, Chairperson of The Capital Region Community Foundation.

and lonely time," Ms Byron said. "I congratulate St John's Care and the dedicated volunteers who kindly give up their Christmas Day to support their fellow citizens."

Around 400 people attend St John's community Christmas lunch to enjoy a turkey and ham meal, cooked by the catering staff of Burgmann College and served by an army of around 60 volunteers.

"With good food, good company and good music, this is a special day for those who want company on Christmas Day", St John's Sue Jordan said.

two schools – one at the Airport's Brindabella Business Park and the other at Deakin - were experiencing building extensions and construction.

"We decided to bring the outside world inside the classroom for the children to capture by way of discussions, drawings and paintings," Ms Callaghan said. "It worked very well because it allowed them to immerse themselves in their immediate surroundings."

With its many colourful images of Canberra's people and places, the book was an obvious next step.

"It helps to make learning more relevant for children," Ms White says. "It sparks conversation, helps them identify their favourite familiar places and gives them a sense of ownership and knowing."

According to the authors, "ABC Canberra – A Beautiful City" aims to celebrate the beauty of

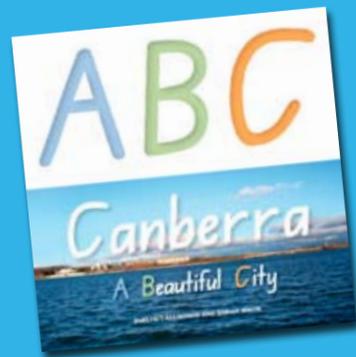
"St John's also runs a Christmas Present and Food room from today where parents can find children's gifts and food for their families. No checkout registry is required and parents can also gift wrap their choices," she said.

The Snow Foundation was established 17 years ago by brothers Terry and George Snow to benefit the disadvantaged in Canberra.

The Capital Region Community Foundation, also known as GreaterGood, is a public charitable trust established in 2003 to support the projects, activities and charities which seek to address the region's most pressing social issues.

Canberra as a modern city and its significance as the nation's capital. "Many homes will have a coffee table book, often of exotic images. This book, organised as an ABC, allows Canberra to be showcased to children in a similar way."

"ABC Canberra – A Beautiful City" is available from Dymocks, the National Library and Telstra Tower and retails for \$17.95.



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ENERGY MINISTER OPENS CANBERRA AIRPORT'S TRIGENERATION PLANT



Canberra Airport's Managing Director Stephen Byron, Chairman Terry Snow and Minister for Resources, Energy and Tourism, Martin Ferguson turn on the Trigeneration plant for the first time.

In a first for Australian industry, Canberra Airport has opened a new energy saving technology known as Trigeneration, which will dramatically reduce the Airport's carbon dioxide emissions and energy use.

Formally launching the new Trigeneration plant at the Majura Office Park on December 2, the Minister for Resources, Energy and Tourism, Mr Martin Ferguson, said Canberra Airport was leading the way in energy saving technology and setting an example for other businesses to follow.

"What you have achieved here is a great example of vision and technology coming together," he said. "What you have achieved here is good for the environment, good for business, and good for Australia's future."

Trigeneration uses the waste heat from electricity production to heat and cool buildings, improve energy efficiency and reduce greenhouse gas emissions (by 55% over a 5 star building).

Using state-of-the-art absorption chillers, Trigeneration plants also have the capacity to produce surplus power and sell it back to the grid.

Trigeneration will help the Australian Government meet its commitment to reduce Australia's greenhouse gas emissions by 2050, Mr Ferguson said. "As this facility shows,

environmental sense pays off in dollars."

And, according to Airport Managing Director, Mr Stephen Byron, it also pays off handsomely in reduced greenhouse gas emissions and energy consumption.

Though small in scale, the Airport's new Trigeneration plant will produce sufficient energy to light up 19,000 60 watt globes or 320 homes.

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NEW FUNDING ARRANGEMENTS SAVE CHRISTMAS



They're Big, Powerful and Fast.

Canberra Airport's new high visibility fire trucks are a bright fluorescent yellow/green colour which, according to Air Services Australia, outperforms the traditional red colour in all weather and lighting conditions and has the most powerful visual impact.

Canberra Airport's three new fire trucks are worth more than \$1 million, carry around 10,000 litres of water and foam and meet the required response time of less than three minutes to the end of the runway.

Government Moves to Combat Aircraft Noise

The Federal Government has foreshadowed a raft of new measures to protect communities from the adverse impacts of aircraft noise.

In his Aviation Green Paper released last December, Mr Anthony Albanese, Minister for Transport, Regional Development and Local Government, said traditional approaches to measuring aircraft noise no longer met the expectations of communities and industry.

Planners exposed to aircraft noise and noise contouring techniques often excluded communities living outside the contours from assessment procedures and participation in the aircraft noise debate.

Mr Albanese called for a more balanced approach; one that ensured quality of life for communities, and avoided unreasonable constraints on future airport developments.

"It is important that state and local governments meet their responsibilities to establish zoning policies, in consultation with airports, that ensure development near airports and under flight paths is compatible with noise exposure," he said. "It is also important that airports establish ongoing consultation arrangements with their communities to address noise problems"

Canberra Airport Managing Director, Mr Stephen

Byron, welcomed the new approach. "It's a common sense decision which represents a firm statement by the Federal Government to protect communities and airports alike from inappropriate residential developments."

The Aviation Green Paper also urged the Council of Australian Governments and other appropriate forums to work toward a national land-use planning regime to prevent noise sensitive developments being located near airports and under flight paths.

"Noise complaints are no longer limited to those living closer to major urban airports," Mr Albanese said. "Many residents tens of kilometres from airports are disturbed by aircraft noise." Urban encroachment and other aviation activities had increased community exposure to aircraft noise.

Reaffirming Canberra's status as a curfew-free Airport, Mr Albanese said the Federal Government would work with State Governments to ensure that land use planning and operational restrictions on noisy aircraft were consistent with maintaining curfew-free status.

The Aviation Green Paper recognises the importance of maintaining a north-south and east-west overnight freight network. Airports such as Brisbane, Cairns, Melbourne and Perth were integral to this network, Mr Albanese said. The Federal Government expected industry to further develop appropriate arrangements to minimise the noise impacts of night-time operators.

"The Minister's approach to managing aircraft noise is very encouraging and serves to further vindicate our absolute opposition to the planned Tralee development, Mr Byron said. "We will continue to work with governments and relevant authorities to ensure that houses are never built under our flight paths."

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The energy savings alone are equivalent to taking 1,600 cars permanently off the road.

"We estimate that our Majura Park buildings will emit around 32 kilograms of carbon dioxide per square metre, per year," Mr Byron said. "That's a remarkable reduction of around 55% in CO² emissions and energy usage from a 5 Star Building - until now the Australian high water mark for efficiency! And this is 55% better".

Canberra Airport made a conscious and deliberate decision 10 years ago to embrace green building principles. "We decided that environmental sustainability would underpin our approach to future development of the Airport", Mr Byron said.

As part of this approach, Canberra Airport would build a further three Trigeration plants, including two in the new terminal, because it was a smart energy saving technology unmatched anywhere else in Australia.

"The world outlook might look grim at the moment; our financial systems are struggling like never before. But, now is not the time to stall or delay," he said. "Terry Snow and I will continue to invest in technology. It's part of the legacy that we are determined to leave our children's generation because they deserve nothing less than a liveable and sustainable world," Mr Byron added.

For more information on the Airport's green initiatives please log onto www.canberraairport.com.au

Don't Build Homes at Tralee

Two Labour MPs who do not live in Canberra have embraced a planning strategy which, if implemented, would strike a calamitous blow to the living standards of future Canberra residents, the Managing Director of Canberra Airport, Stephen Byron, has warned.

Mike Kelly, Federal member for Eden-Monaro, and Steve Whan, State member for Monaro, represent marginal federal and state electorates just across the NSW/ACT border.

On December 12, the MPs enthusiastically welcomed a Queanbeyan Council strategy which,

among other things, is intended to clear the way for thousands of homes to be built under the Airport's main arrival & departure flight paths, Byron said.

"In doing so, they virtually guaranteed two unfortunate but inevitable outcomes:"

"First, the residents living in these homes at Tralee will eventually complain about aircraft noise and, who could blame them? We know that for a fact - just think about what's happened in Sydney, let alone Jerrabomberra where the residents of just 600 homes successfully lobbied politicians to shift the flight paths away from their homes!

"Secondly, the politicians who ultimately replace Mr Kelly and Mr Whan will listen to their constituents and support their call for noise-sharing."

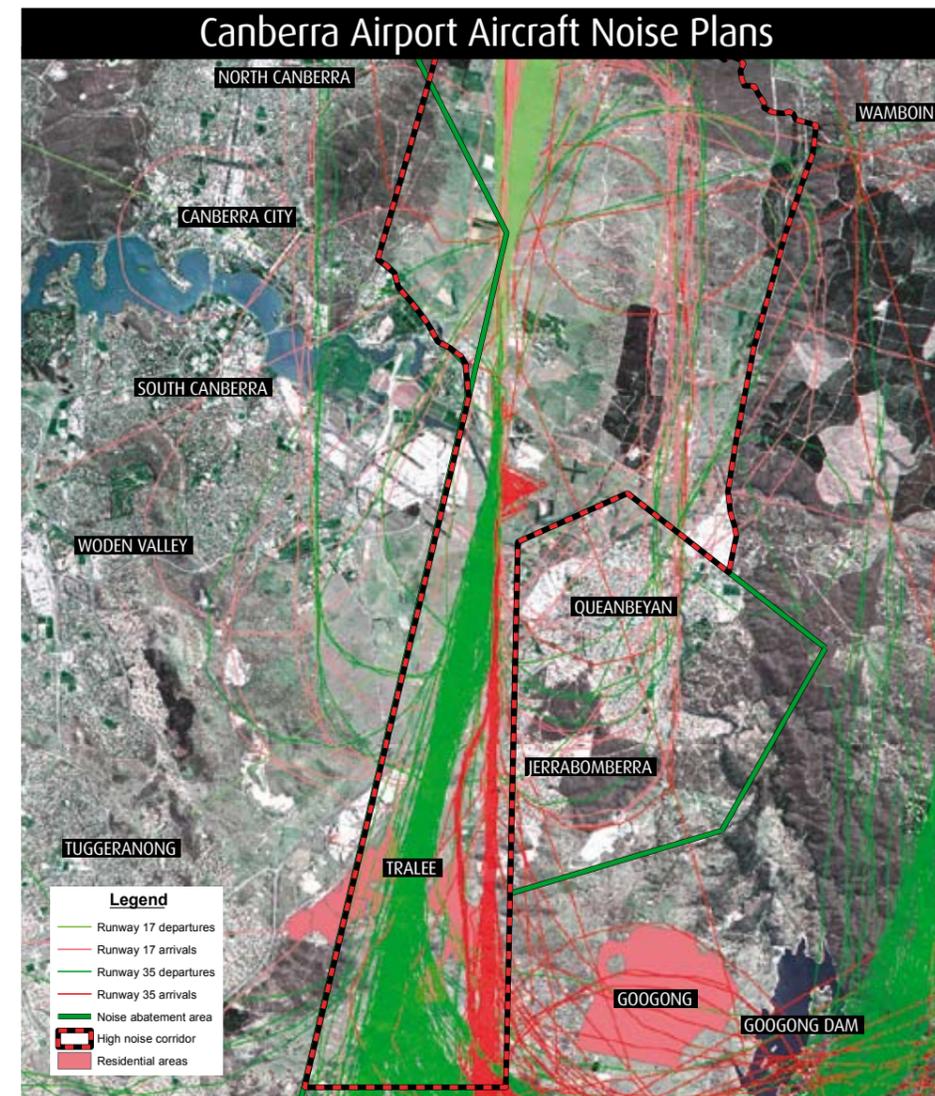
"We know that for a fact too. Why? Because there will be no alternative. If homes are built at Tralee, our southern departure flight path which, is largely free of residential development, will be lost forever and so too will the region's peace

and quiet. Why? Because one of Air Service Australia's stated principles is that noise exposure should be fairly shared whenever possible."

"We also know something else as fact - when and if this happens neither Mr Kelly nor Mr Whan will be around to live with the consequences of their decision," Byron said.

"Mr Kelly and Mr Whan claim that no housing will be allowed in areas subject to higher aircraft noise levels. "Canberra Airport's Aircraft Noise plans makes a nonsense of this claim. Queanbeyan Council's so-called amended Residential and Economic Strategy actually exposes more residents to the misery of aircraft noise."

Canberra Airport supports the growth and future development of Queanbeyan but not at the expense of the entire region's unique lifestyle. "Building homes under flight paths is and always was a dud idea and a sell-out of the community that MPs are supposedly committed to protect. We will continue to oppose this crazy plan - the community deserves nothing less."



Albanese Says No to Tralee

"I think the Green Paper foreshadows the issue of development under flight paths." Minister Albanese said, at the launch of the Green Paper.

When asked by the Canberra Times if he had the choice would he have a curfew at Canberra Airport and allow residential homes under the flight path, or would he seek to stop that residential development, he answered, "I have a very firm, very firm view, that decision makers should not facilitate the building of houses directly under flight paths where there will be a real impact in terms of future growth."

Mr Albanese also doesn't believe there is a case for a curfew at Canberra Airport. "The idea that you would reduce economic activity by building under a flight path and then introduce a curfew is to my mind exactly the opposite of the whole direction of what I'm saying with the Aviation Green Paper," he said.

The Minister called for a long-term integrated planning approach which is commonsense. "We need to balance up the economic debate, and Canberra Airport is important for the economy of this region with the outcomes."