

Supplementary
Submission
No 45a

INQUIRY INTO NEW SOUTH WALES PLANNING FRAMEWORK

Organisation: Canberra Airport
Name: Mr Stephen Byron
Position: Managing Director
Telephone: (02) 6275 2222
Date received: 10/06/2009

AL:mm
Our ref: GOV:NSW



5 June 2009

The Hon Antonio Catanzariti, MLC
Chair of the Standing Committee on State
Development
Parliament House
Macquarie Street
SYDNEY NSW 2000

cc: Ms Melinda Pavey, MLC
Deputy Chair of the Standing Committee on
State Development
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Mr Catanzariti,

As requested by the Committee during our appearance on 19 May 2009, please find enclosed relevant material in support of our submission:

1. Political

- Letter from Jon Stanhope, Chief Minister of the ACT, dated 24 December 2008
- Media release from Jon Stanhope, Chief Minister of the ACT, dated 27 April 2007
- Letter from Bob McMullan MP, Annette Ellis MP, and Senator Kate Lundy, dated 20 January 2003
- Letter from Martin Ferguson MP, dated 15 November 2006
- Media release from Martin Ferguson MP, dated 3 September 2002

2. Airlines

- Submission on Canberra Airport's Preliminary Draft 2009 Master Plan from Qantas, dated 8 May 2009
- Letter to the Hon Nathan Rees, from David Epstein on behalf of Qantas, dated 31 March 2009
- Letter from John Borghetti, Executive General Manager of Qantas, to Frank Sartor MP, dated 28 November 2006
- Letter from Brett Godfrey, Chief Executive Officer of Virgin Blue to Frank Sartor, dated 21 November 2006
- Letter from Airservices Australia to Queanbeyan City Council, dated 8 October 2002

- Media release from Airservices Australia, dated 16 August 2002
- Letter from Geoff Breust, Chief Executive Officer of Regional Express to Craig Knowles MP, dated 8 June 2004
- Letter from Rod Eddington to Andrew Refshauge MP, dated 17 June 1999
- Letter from the Overnight Airfreight Operators Association to Frank Sartor MP, dated 15 November 2006

3. Community

- Submission on the Canberra Airport Preliminary Draft 2009 Master Plan from the Jerrabomberra Residents Association – it should be noted that this submission called for a curfew amongst other things
- Submission from the Googong Residents Group to the Canberra Airport Preliminary Draft 2009 Master Plan – it should be noted that this submission calls not only for a curfew but also noise sharing across Canberra
- Letter from Gary and Debbie Collier in Googong, dated 18 February 2009 – this letter states that while they have only recently moved to the area, they now support a noise sharing and a curfew for Canberra Airport

We have included the submissions from the Jerrabomberra Residents Association and the Googong Residents Group to highlight to the Committee that the residents in the area are already very concerned about aircraft noise, and as such, it seems to us strange to be contemplating a development in the same area but directly under flight paths. It should be noted that Tralee is also closer to the Airport than the area of Googong and Royalla, which we understand is represented by the Googong Residents Group.

We have also included a number of copies of the map provided to the Committee during our appearance noting where those people who signed the petition calling for noise sharing were relative to the proposed development at Tralee.

Finally, please note that the above correspondence is representative only and that we have a significant amount of material in support of our position and would be happy to provide further material if and when required.

Yours sincerely



Andrew Leece
Manager, Regulatory Affairs



- 7 JAN 2009

Jon Stanhope MLA

CHIEF MINISTER

MINISTER FOR TRANSPORT MINISTER FOR TERRITORY AND MUNICIPAL SERVICES

MINISTER FOR BUSINESS AND ECONOMIC DEVELOPMENT

MINISTER FOR INDIGENOUS AFFAIRS MINISTER FOR THE ARTS AND HERITAGE

MEMBER FOR GINNINDERRA

Mr Stephen Byron
Managing Director
Canberra Airport Pty Ltd
2 Brindabella Circuit
BRINDABELLA BUSINESS PARK ACT 2609


Dear Mr Byron

Thank you for your letter of 5 December 2008 about Queanbeyan City Council's decision to approve an amendment to their Residential and Economic Strategy 2031 to allow for residential development at Tralee.

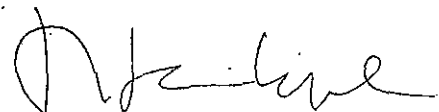
The Canberra International Airport is an important element of the ACT's economy. My Government is extremely disappointed that the NSW Minister for Planning has approved the Queanbeyan Council's amended residential and economic strategy, thereby opening the way for residential development at Tralee. This is despite active and ongoing opposition from the ACT Government, the Canberra Airport and others.

As you know, the ACT Government has no direct control over the development and rezoning process for Tralee. However, the ACT Government's interest in this matter relates to achieving good planning outcomes for all of the population of the area, irrespective of whether they live in the ACT or NSW, whilst also protecting significant infrastructure assets such as the Canberra International Airport and the Hume Industrial Estate from incompatible land uses.

To this end, I have recently made formal representations to the NSW Premier, the NSW Planning Minister and the Federal Transport Minister raising the ACT Government's concerns about the proposed residential development at Tralee. The ACT Government will continue to raise concerns about this development throughout the remainder of the development approval process.

Thank you for raising your concerns with me.

Yours sincerely



Jon Stanhope MLA
Chief Minister

24 DEC 2008

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601

Phone (02) 6205 0104 Fax (02) 6205 0433 Email stanhope@act.gov.au



Jon Stanhope MLA
CHIEF MINISTER

TREASURER MINISTER FOR BUSINESS AND ECONOMIC DEVELOPMENT
MINISTER FOR INDIGENOUS AFFAIRS MINISTER FOR THE ARTS
MEMBER FOR GINNINDERRA

MEDIA RELEASE

xxx/07

27 April 2007

TRALEE A POOR PLANNING OUTCOME FOR REGION

The decision to allow the release of residential sites at Tralee and Environa was a mistake and the ACT Government would continue to oppose any attempt to have Canberra suburbs bear the burden of greater aircraft noise as a consequence of such poor planning decisions, Chief Minister Jon Stanhope said today.

Mr Stanhope said the only concession to common sense in today's announcement by NSW Planning Minister Frank Sartor was that the strategic detail of the developments would be negotiated with the ACT, in the context of the finalisation of a settlement strategy for the cross-border region.

That strategy is designed to prevent untrammelled development that could threaten regional water supplies and impose an unsustainable infrastructure burden on the ACT, and the negotiation would reveal whether NSW took its responsibility to be a good neighbour seriously, or was just going through the motions.

"Today's announcement is particularly disappointing given that Mr Sartor's own independent Inquiry into residential development in the Queanbeyan area last year concluded that residential development should only proceed in the area of Googong," Mr Stanhope said. "That inquiry found, among other things, that Tralee and Environa were unsuitable for residential development, given that they were under a flight path.

"Building homes at these locations will do three things: it will undermine the Canberra International Airport's attempt to divert air traffic away from Jerrabomberra; it will lead, over time, to calls for Canberra residents to share the burden of aircraft noise; and, again over time, it will create pressure for there to be a curfew on the airport's operations, thereby affecting its capacity to operate as an economic driver for the regional economy. In addition, locating homes right next to Hume – the ACT's second largest industrial estate – needlessly creates the prospect that NSW will one day try to restrict particular kinds of industrial development, as being incompatible with residential development.

"I am also bemused by the decision by the Jerrabomberra Residents Association to support residential development in the airport noise corridor, apparently in exchange for a new school and aquatic centre. The result, within a very short period, will be more aircraft noise for the people of Jerrabomberra. I fear this is a deal the residents of Jerrabomberra will quickly come to rue."

Mr Stanhope said he understood Mr Sartor's argument that Queanbeyan's development should not be limited to one development front or one developer and accepted the principle that Queanbeyan should continue to have the percentage of the regional residential market that it currently had — about 10%.

But he said there was a need for caution over what level of growth would be sustainable.

"Mr Sartor believes 10% of the market will translate into around 10,000 new dwellings over 25 years — 9000 of which would be in the greenfields of Googong, Tralee and Environa," Mr Stanhope said.

ACT Government

Phone (02) 6205 0104 Fax (02) 6205 0433

"This is likely to put us above the upper limit of high-end projections for population growth. To sustain such growth we will need to have solved out current concerns in relation to regional water security. We need to give recognition to the potential limiting impact that a long-term drought may have, over the period we are talking about.

"In the context of more moderate growth outcomes for the region, Mr Sartor's plans to defer development of northern Tralee and Environs make good sense - particularly as these are also the areas most vulnerable to noise impacts."

Mr Stanhope said that with longer-term environmental considerations in mind, the the ACT would work cooperatively with NSW and the Queanbeyan City Council to achieve a detailed plan that would deliver the most sustainable development pattern and sequence for the cross-border area, in accordance with the principles outlined in the cross-border water and settlement memoranda of understanding signed by the ACT and NSW Governments in March 2006. The Commonwealth is also a signatory to the water MOU, in recognition of its legal obligation to secure water for the national capital.

The MOUs establish principles for sustainable development in the region and are designed to avoid overextending the ACT's water supply. Operationally, the MoUs require the finalisation of a settlement strategy agreed to by NSW and the ACT on where and when new settlements should occur. That strategy is due to be finalised by August this year.

Mr Stanhope said that of the areas around Queanbeyan that had been earmarked for possible future residential development, a development at Googong made the most sense, in the context of the MOUs. The ACT Government had embraced the NSW independent inquiry's recommendations on Googong as a practical compromise that recognised Queanbeyan's right to grow.

It was unfortunate that competing interests at play across the border had apparently resulted in a rejection of the NSW Government's own independent advice.

Statement Ends

Media contact:	Penelope Layland	6205 9777	0438 289 714	penelope.layland@act.gov.au
	Paul Kindermann	6205 1690	0403 600 955	paul.kindermann@act.gov.au



BOB McMULLAN MP

ANNETTE ELLIS MP

KATE LUNDY

FEDERAL MEMBER FOR FRASER

FEDERAL MEMBER FOR CANBERRA

SENATOR FOR THE ACT

20 January 2003

Dr Andrew Refshauge MLA
Minister for Planning
Level 9, St James Centre
111 Elizabeth Street
SYDNEY NSW 2000

Dear Deputy Premier,

We write in regard to a proposal under consideration by the Queanbeyan City Council, which we believe could have a negative impact on the operations of the Canberra International Airport.

The Queanbeyan City Council is currently considering rezoning the rural property known as Tralee for residential development. Tralee is situated in the southern high noise corridor between Canberra and Queanbeyan and lies under Canberra International Airport's southern jet departure flight path.

Canberra Airport has only one runway which is used for jets and therefore all the high noise jet traffic is limited to the north-south corridor. Noise Abatement Procedures already implemented are a result of noise complaints from residents of nearby Jerrabomberra. Airservices Australia has advised that as the proposed Tralee development is directly under the flight paths, experience has shown that residents will in fact complain about aircraft noise. Any residential development at Tralee would therefore restrict further aircraft noise abatement strategies designed to lessen aircraft noise for Jerrabomberra residents.

The proposal to rezone Tralee must be weighed against existing and future infrastructure development at Canberra International Airport and we believe that residential development of Tralee will potentially conflict with the operations of the airport and the needs of the regional communities.

We appreciate your consideration of our position on this very important local issue.

Yours sincerely

Bob McMullan MP
Member for Fraser

Annette Ellis MP
Member for Canberra

Kate Lundy
Senator for the ACT

cc: John Stanhope, ACT Chief Minister



Martin Ferguson AM, MP
Federal Labor Member for Batman

15 November 2006
Ref: M.F.B.D

COPY

The Hon Frank Sartor MP
Minister for Planning
Level 34
Governor Macquarie Tower
1 Farrer Place
SYDNEY 2000

Dear Frank,

I write as Shadow Minister for Primary Industries, Resources, Forestry and Tourism to again request that you reject any rezoning of the Queanbeyan rural properties of Tralee, Environa and the Poplars for residential use.

I read, with great concern, of new proposals put forward by Queanbeyan City Council to rezone land under Canberra International Airport's flight paths for residential use. I understand these proposals have recently been passed to your office for a rezoning determination. This outcome would lead to up to 10,000 people living under Canberra Airport flight paths.

I note that the recent report by an Independent Panel of Inquiry strongly recommended *against* residential rezoning of this land underneath Canberra Airport flight paths, with strong emphasis on the Airport as a major regional economic asset and the precautionary principle, ie: why allow residential housing under flight paths when viable long-term alternative options are available. I note that the Inquiry Report identified Googong as suitable for residential development - an opportunity that would provide upwards of 25 years land supply to Queanbeyan without any aircraft noise impact.

I look forward to your assurance that you will support the findings of the recent Independent Panel of Inquiry and reject the proposals put forward by the Queanbeyan City Council. This will protect residents of Queanbeyan from the adverse impact of aircraft noise, prevent the future possibility of noise sharing in response to these new 10,000 residents and, of particular interest to Federal Labor, protect the operations of Canberra International Airport as a significant national capital and regional asset, which is important to me as Shadow Minister for Primary Industries, Resources, Forestry and Tourism and formerly as Shadow Minister for Transport, Infrastructure and Regional Development.


To approve residential use development will also require that you identify in your yet to be released Sydney-Canberra Corridor planning strategy an alternate airport close to Canberra and Queanbeyan as I am confident that future noise sharing lead to a pathway of increasing operational constraints on Canberra Airport if

than ten years that will render the existing airport site unsustainable in less than twenty years.

I also believe that it is the role of State and Local government to have regard to the need to protect the operational needs of airports such as Canberra. If the NSW Government and Queanbeyan City Council with the private sector developers of Tralee, Envisiona and Poplars feel otherwise, they should give a guarantee that they will meet any future costs of noise amelioration and relocation of airports. The last thing that we need in Canberra is the on-going controversy which plagues Sydney Airport and this is just as much your responsibility as it is the Australian Government's.

Please do not hesitate to get in touch with me if you wish to discuss this matter further.

Yours sincerely,


MARTIN FEGUSON MP
Federal Member for Balfour
Shadow Minister for Primary Industries, Resources, Forestry and Tourism



Martin Ferguson MP

Federal Member for Batman
Shadow Minister for Regional and Urban Development,
Transport, Infrastructure and Tourism

MEDIA RELEASE

3 September 2002

TRALEE RESIDENTIAL DEVELOPMENT IS JUST ASKING FOR TROUBLE

Federal Labor is calling on the New South Wales Government to do whatever it takes to stop the proposed residential development of the rural property Tralee.

Queanbeyan Council is currently considering the proposal but common sense clearly recognises that any residential development of this land ignores the known impact of the airport's operation on residents.

Tralee is rural zoned land directly under the main flight approach to Canberra Airport and is part of a previous noise abatement strategy to reduce the noise impact on the existing residents of Jerrabomberra.

Queanbeyan Council clearly knows the likely outcome of 2000 houses on this land and I urge the New South Wales Government to stop this proposal going any further.

A Tralee residential development would result in significant conflict between Canberra Airport's operations and community safety and comfort for new residents and eventually those in Jerrabomberra.

Put very plainly, the Tralee residential development plan makes no sense and will only bring trouble.

I commend the actions of Canberra Airport owners, Capital Airport Group, in their efforts to develop and publicise their expectations about the future impact of aircraft noise on the communities surrounding the Airport.

I call on the New South Wales Government to ensure that this information and experience is not ignored.

Land use and development decisions must consider existing and future community infrastructure requirements to minimise the conflict between airport operations and community safety and comfort when they are foreseen.

For Comment: Blythe Hamilton (03) 9482-4644 or 0407 099 104



8 May 2009

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

Dear Ms Aves,

Canberra Airport 2009 Preliminary Draft Master Plan

Qantas welcomes the opportunity to comment on the Canberra Airport 2009 Preliminary Draft Master Plan (the draft Master Plan). There are a number of critical challenges and decisions to be made at Canberra airport in the coming years and it is important that these issues are addressed and discussed. The draft Master Plan provides an excellent opportunity to discuss the major planning decisions that will arise in the next 20 years.

Qantas' detailed comments and feedback on the draft Master Plan are set out in the attached document. I would welcome the opportunity to discuss these issues in greater detail with Canberra Airport at a mutually convenient time.

Yours sincerely

Rob Sharp
Head of Global Airport
Infrastructure & Services

Canberra Airport Master Plan – Preliminary Draft February 2009

Qantas Response

Introduction

Canberra Airport is the gateway to the National Capital catering for a significant volume of business travel and a growing leisure market. Canberra is, and will remain, a key Qantas route. It is critical to Qantas and Australia that Canberra Airport efficiently and effectively optimises available resources to handle predicted future passenger and freight growth. Careful planning is the key element in ensuring that this outcome is achieved.

Qantas welcomes the opportunity to comment on the Canberra Airport Master Plan - Preliminary Draft February 2009 (the draft Master Plan).

Qantas' comments on the proposed development strategy in the draft Master Plan are subject to the need for further detailed information being provided on the staging of the proposed development elements. In the absence of detailed staging plans many of the comments on the appropriateness of proposed developments are necessarily general.

In particular, Qantas is keen to ensure that there is an integrated plan for the development of the airfield, the terminals and the road systems. This will ensure an efficient use of capital and will prevent any one element becoming an operational and/or customer bottleneck as the demand on the facilities grows.

Draft Master Plan Assumptions

Qantas has reviewed the passenger growth assumptions and the aircraft movement assumptions that underpin the draft Master plan. In general terms Qantas agrees with the level of growth in passenger numbers and aircraft movements. This growth will necessitate careful planning to ensure that the appropriate aeronautical terminal and airfield services are available to facilitate this growth as and when they are required.

The draft Master Plan correctly makes the assumption that the mix of aircraft utilising the terminal will change with up-gauging of aircraft occurring. However, there is no further detail of the numbers of larger aircraft that it is assumed will be using the airport over the period of the draft Master Plan. Larger aircraft have the benefit of being able to transport higher passenger numbers and thereby increase the capacity of the airport. However, larger aircraft require significantly more airfield and terminal infrastructure. The assumptions surrounding aircraft mix are critical to ensure sufficient and appropriate infrastructure is available. If the planning assumptions are incorrect this will limit the ability of Canberra Airport to meet passenger demand forecasts and would also drive the need for adjustments in terminal design and airfield planning.

The construction of the new multi user terminal will be an important step in ensuring long term passenger and aircraft needs are adequately addressed and Qantas is working closely with Canberra Airport to ensure this is achieved.

Aircraft parking positions and gates

It is imperative that the timing of airfield infrastructure planning deliver sufficient apron space and terminal infrastructure when required to provide some buffer to the increased airfield and apron congestion. Construction of non-active positions should be ahead of demand so that pressure can be taken away from the terminals. As airspace traffic increases, further apron will be required for holding aircraft awaiting a departure slot or for a gate or position in order to reduce queuing on taxiways and other congested areas.

Qantas strongly supports the need for and immediate construction of the proposed additional three aircraft parking positions.

Airfield works

Qantas will work closely with Canberra Airport to ensure appropriate airfield infrastructure and technology are available as and when required. Due to the significant cost of additional airfield infrastructure it is critical that current infrastructure is efficiently used and maximised prior to the construction of new infrastructure.

Qantas does not foresee that there will be a need to further lengthen runway 17/35 within the timeframe of the 2009 Master Plan. The current length of the runway enables RPT passenger operations to safely operate. Based upon the likely aircraft mix operating to Canberra it is unlikely that a longer runway would be required.

Enhancement of navigational aids and flight procedures

Qantas supports the introduction of new technologies and improved navigational aids and flight procedures. Qantas supports the introduction of Required Navigational Performance (RNP) technology which provides both operational and environmental benefits. The introduction of technology to improve the ability of the airfield to cope with adverse weather and visibility conditions is also vitally important.

Qantas also considers it is prudent to review the Instrument Landing Surface (ILS) and placement of the runway threshold for Runway 35 to ensure that lower visibility operations can be more readily facilitated and that the full length of the runway can be utilised for takeoff and landing. However, in reviewing any such changes close discussion with airlines on the cost, timing and staging of new infrastructure and technological changes is imperative as many of these technologies require complimentary technology to be implemented in aircraft.

On and Off Airport Transport

The facilitation of passengers to and from the airport is paramount to the ability of the airport to meet projected passenger demands. The current road transport network is at times constrained and congested. The road works currently underway to improve access to Fairbairn Avenue and Pialligo Avenue, and the road works associated with the new terminal should significantly improve access to the airport. Qantas would support ongoing reviews of the road network and transit times to the airport following the completion of these works to ensure efficient road access to the airport is available.

Engineering facilities

Qantas maintains a significant engineering presence at Canberra airport and performs regular maintenance on Qantas and Qantaslink aircraft. Qantas intends to continue this engineering commitment into the future and the provisioning of appropriate engineering facilities in proximity to the terminal is an important planning parameter for the future.

Freight operations

Qantas maintains a significant freight operation in Canberra. The current terminal works will necessitate the demolition of the current Australian Air Express freight facility. A new dedicated freight facility is being constructed to ensure that efficient airfreight services are available to support the local Canberra and NSW communities.

Curfew free status

Qantas has no plans currently to make significant changes to its schedule or hours of operation for RPT flights to and from Canberra. Notwithstanding that, the curfew free status of the airport is critical to ensure that overnight freight services can continue to run efficiently back of clock. It is also essential as Qantas uses Canberra Airport as an alternate destination for international passenger and freight services in the event that the destination port is unavailable. Such diversions can occur outside Qantas' ordinary operating hours in Canberra and this flexibility is very important from an operational and safety perspective.

Aircraft noise

Qantas has for many years worked closely with the local Canberra and Queanbeyan communities to deliver substantial aircraft noise abatement solutions; some of which directed traffic away from existing residential areas in Queanbeyan towards vacant rural areas. In addition, Qantas continues to invest significantly in new generation aircraft. These new aircraft are substantially quieter than many current operating aircraft.

The proposed residential development at Tralee will have implications not only for the residents living under these flight paths, but also for thousands of other residents in Canberra's southern suburbs who over time will be subject to aircraft noise as noise sharing is necessitated. This land on which the development is proposed is the last remaining rural corridor to the south the airport. Any urban development on this land would not be prudent from an aircraft noise or aviation safety perspective. If the imposition of noise related restrictions were to arise as a result of poor planning decisions it would be unreasonable to expect airlines and airports to bear the increased operating costs that would arise.

Avoiding unsuitable land uses around Canberra Airport is also fundamental in ensuring that the Canberra airport can continue to operate curfew free. The Federal Government has recently expressed a desire in the National Aviation Policy Green Paper to preserve the curfew free status of those airports currently operating without such restrictions. To have a curfew or other restrictions imposed on Canberra Airport's operations would be detrimental to the local economy and the Canberra region and inconsistent with the National Aviation Policy strategy.



- 3 APR 2009

31 March 2009

The Hon Nathan Rees
Premier of NSW
Level 40 Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Dear Premier

I write in relation to the NSW Government's endorsement of the Queanbeyan City Council's residential and economic strategy which includes a proposal to rezone land under the current flight paths at Canberra Airport for residential use.

I understand that this rezoning is the first step in the development process to build up to 10,000 homes under the airport's main arrival and departure flight paths in Tralee.

Qantas does not support residential development proposals near airports and under flight paths, and believes that the NSW Government should ensure that any residential development is compatible with noise exposure and future airport operations. Development of the proposed land for housing will provide an unacceptable standard of living for its future residents and will constrain future airport, commercial and industrial development.

While acknowledging that the decision regarding the future of this development falls strictly within the NSW Government's authority, Qantas believes the policy outlined in the Federal Government's Green Paper on National Aviation Policy, which proposes a national planning regime to avoid noise-sensitive projects near airports and under flight paths, should be taken into account when deciding whether to approve or disallow this development. This is particularly relevant given the Federal Minister for Infrastructure, Transport, Regional Development and Local Government, The Hon Anthony Albanese MP, noted at the Green Paper launch on 2 December 2008 that encroaching residential development in Canberra is an example of a situation that the Federal Government would try to avoid in the future.

This development proposal is also contrary to well-reasoned land-use restriction recommendations, as published in a report by the Queanbeyan Land Use Release Inquiry Independent Review Panel in August 2006. This report recommended that residential development should not proceed in Tralee.

A decision to permit the construction of homes under the existing flights paths of Canberra Airport has implications not only for future residents within that development area, but also for thousands of current residents in Canberra's southern suburbs who, over time, will almost certainly be exposed to noise that would otherwise have been avoided as they are forced to share the noise burden.

Page 1 of 2

Qantas Airways Limited

ABN 16 009 661 901

Sir Fergus McMaster Building 203 Coward Street Mascot New South Wales 2020 Australia
Telephone 61 (2) 9691 3636 Facsimile 61 (2) 9691 4005

Executive General Manager
Qantas Airways
John Borghetti



28 November 2006

The Hon Frank Sartor MP
Minister for Planning
Governor Macquarie Tower
Level 34, 1 Farrer Place
SYDNEY NSW 2000

Via fax: (02) 9228-4711

Dear Minister,

Residential development under Canberra Airport flight paths

I understand Queanbeyan City Council has submitted proposals requesting approval for residential land under the current flight paths at Canberra Airport. This is contrary to the recommendations of the recently released report by the Independent Panel of Inquiry. Significantly, the report strongly opposed residential rezoning of the lands that the Queanbeyan City Council seeks to rezone. The report further recommended a long-term residential solution whereby aircraft and airport noise would not affect future residential developments.

Qantas has worked closely with the local Canberra and Queanbeyan communities to deliver significant noise abatement solutions. This substantial work has been conducted in good faith and at considerable cost to the Company. Importantly, most of these measures have benefited the residents of Queanbeyan by directing traffic away from existing residential areas and over the vacant areas that the Council now proposes for new residential development. This area is the last remaining rural land corridor to the south of the airport.

If these developments are successful it is unlikely that Qantas would continue to invest in further noise abatement solutions as the operational and community incentives in the existing flight procedures would have been compromised. Canberra and Queanbeyan residents will almost certainly then be exposed to noise that would otherwise have been avoided by the well-reasoned land-use restrictions recommended in the report.

I look forward to your assurance that you will support the findings of the recent Independent Panel of Inquiry and reject the proposals of the Queanbeyan City Council.

Yours sincerely,

John Borghetti
Executive General Manager

cc: The Hon Morris Iemma, Premier

Qantas Airways Limited
ABN 16 009 661 901

Sir Fergus McMaster Building 203 Coward Street Mascot New South Wales 2020 Australia
Telephone 61 (2) 9691 3974 Facsimile 61 (2) 9691 4349

www.virginblue.com.au or 13 6789

RESERVATIONS



21 November 2006

The Hon Frank Sartor MP
Minister for Planning
Level 34
Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Via Fax: (02) 92284711

Dear Minister Sartor

RE: Inappropriate Residential Development under Aircraft Flight Paths at Canberra Airport

It has come to my attention that that the Queanbeyan City Council has put forward new proposals to your office to seeking to have land under Canberra Airport's flight paths rezoned for residential use.

This is most surprising, especially when one considers that the recent report by an Independent Panel of Inquiry strongly recommended against the residential rezoning of land underneath Canberra Airport's flight paths.

The Report identified Canberra International Airport as a very significant regional asset in need of protection. It also strongly emphasised the precautionary principle, recommending a long-term residential solution at 'Googong' where aircraft noise will not impact on future residents.

It is understood that the latest submission from the Queanbeyan City Council forwarded to you includes proposed developments of Poplars, Tralee, Tralee Station, and Evirona-Robin, which are all located directly under the high-noise aircraft corridor of the south eastern approach and take off flight paths for Canberra Airport.

As you may be aware Virgin Blue, at substantial ongoing cost, has worked closely with Canberra Airport and the local Canberra and Queanbeyan communities to deliver significant noise abatement measures in response to complaints from residents of the region. These measures direct aircraft traffic away from existing residents and instead over the area proposed by Queanbeyan City Council for residential development, the one rural land corridor remaining to the south of the airport.

Aircraft noise abatement procedures already apply to Canberra Airport to minimise the impact of aircraft noise on the surrounding community. Many years of work and consultation have resulted in the development of aircraft flight corridors in to and out of Canberra Airport which minimises the impact of aircraft noise on the surrounding communities as well as providing safe environment for aircraft operations.


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It should also be noted that any changes in these flight paths or additional abatement procedures will inevitably result in greater fuel usage, and consequently a higher level of carbon emission. This would come at a time when Virgin Blue is proactively working to reduce its carbon emissions through the operation of the most fuel efficient and newest aircraft and the implementation of ongoing programs designed to minimise fuel burn and emissions as part of our day to day operations.

Virgin Blue considers this development proposal to be totally inappropriate and strongly objects to the rezoning of rural land situated under Canberra Airport approach and take-off flight paths corridors for residential usage.

Virgin Blue fully endorses and supports the recommendations of the Independent Review Panel that the rezoning of the land covered by these developments for residential usage should not be approved, especially when other land areas not affected by aircraft noise are available for residential rezoning and development by the Queanbeyan City Council.

Canberra Airport is one of our nation's vital pieces of infrastructure and as such plays an important role in the economic development of our country. It is imperative that Federal, State and Local Governments protect our nation's airports from the imposition of operational restrictions and limitations solely because of inappropriate land rezoning, usage and development.

Virgin Blue urges you take all necessary action within your Ministerial powers to prevent any land currently zoned rural that is located under the Canberra Airport flight path corridors from being rezoned for residential usage.

I look forward to your assurance that you will support the findings of the recent Independent Panel of Inquiry and reject the proposals put forward by the Queanbeyan City Council.

Yours sincerely


Brett Godfrey
Chief Executive Officer

CC: The Hon Morris Iemma
Premier of NSW
Level 40
Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Via Fax: (02) 92283934

The Hon Mark Vaile MP
Deputy Prime Minister and Minister for
Transport and Regional Services
Parliament House
CANBERRA ACT 2600

Via Fax: (02) 6273 4126

Mr David Carswell
 Manager Strategic Planning
 Queanbeyan City Council
 PO Box 90
 QUEANBEYAN NSW 2620

RECEIVED IN RECORDS	
Queanbeyan City Council	
IC027527	
10 OCT 2002	
ACTED BY:	D. CARSWELL
FILE NO:	SF020220
DATE:	
CO:	

Dear Mr Carswell,

PROPOSED REZONING OF "TRALEE", QUEANBEYAN

I refer to your letter of 10 September 2002 to Dr Colin Dahl (Ref: SF020175) in which you invite Airservices Australia to comment on any key or significant issues that it considers need to be examined in relation to the proposed rezoning of "Tralee". Airservices Australia appreciates the opportunity to provide comment on this proposal and would welcome further formal consultation and ongoing discussion on this matter.

I note that in the attachment to your letter (report to Council on Rezoning and Development of "Tralee", reference SF010193) aircraft noise is nominated, along with many other issues, as a common issue to be dealt with in a Local Environmental Study related to the rezoning proposal. Airservices Australia is of the opinion that aircraft noise is of such importance that it should be rated as a key issue. The reason for this is that, if a residential development proceeds at "Tralee", community reaction to the noise may have far reaching implications for the entire region. These could include economic impacts from possible operational restrictions at the airport (such as a curfew for Canberra Airport which has previously been suggested at community consultative meetings) or a need to redesign airspace usage to "share the noise" across areas not currently overflown.

The "Tralee" estate lies in the corridor which remains between the aircraft Noise Abatement Areas over Canberra and Queanbeyan. These areas were established several years ago in consultation with community representatives, aircraft operators and the airport owner to protect the majority of residents in these localities. In addition, for the particular benefit of residents of Jerrabomberra who are located immediately adjacent to the flight paths of aircraft arriving on to Runway 35, procedures for departures off Runway 17 were amended to move their tracks to the western side of the corridor, ie over "Tralee".

Airservices Australia recognises that the "Tralee" area is not unacceptable for residential use in the specific terms of Australian Standard AS2021-2000, being outside the 20 ANEF contour. However, it also notes that the Standard indicates that a substantial proportion of the community will still be moderately to seriously affected by aircraft noise below 20 ANEF. Airservices Australia has ample experience from dealing with communities around airports Australia-wide to know

that aircraft noise is very likely to become a major issue for potential future residents of "Tralee" should the proposal go ahead. If this occurs there would then be pressure for relief measures, such as placing restrictions on the operations of the airport and for the "sharing" of noise by spreading the tracks over areas currently protected by the Noise Abatement procedures. The latter option would be particularly unfair to the current residents of those areas who may have purchased their properties in the expectation that they would not be subjected to unacceptable aircraft noise.

Should you require technical information on aircraft operations and flight tracks to help in your consideration of the issues, Airservices Australia will be pleased to assist.

Yours sincerely,



George Grunbaum
Acting General Manager
Air Traffic Management Group

8 October 2002



AIRSERVICES
AUSTRALIA

Media Release

Tralee Residential Development - 13/02

The national air traffic control organisation, Airservices Australia today warned all agencies in New South Wales and the Australian Capital Territory that they must consider the long term environmental implications before making any decision on the proposed residential development at Tralee near Queanbeyan.

Airservices Australia, which also monitors aircraft noise and flight track information, said evidence existed both domestically and internationally to suggest that aircraft noise concerns and complaints may become a growing issue should the Tralee development proceed.

Airservices Australia spokesperson, Richard Dudley said under the Air Services Act (1995), Airservices Australia has a duty to protect the environment from the effects of, and effects associated with, aircraft operations.

"One of the ways we meet this duty is to design and implement flight paths well away from residential areas. When this is not possible, we minimise as far as practicable the impact of flight paths by using airspace above non residential areas such as golf courses.

"What we have with Tralee is a proposal that intends to place residential areas underneath existing flight paths," Mr Dudley said.

Airservices Australia acknowledges that the proposed development is not unacceptable in terms of the Australian Standard AS2021 – 2000.

However, Airservices Australia considers the merits of the proposed Tralee residential development should be carefully weighed in light of the organisation's experience in other comparable circumstances.

This shows that the public perception of noise will become an issue for future generations of residents of Tralee. If this occurs, Airservices Australia will have very little scope to provide noise respite to the Tralee residents.

"Noise Abatement areas, specifically created by Airservices Australia over five years ago to offer a level of protection to the residents of much of Canberra and Queanbeyan, will be at risk.

"It is also highly likely that other Canberra and Queanbeyan residents, who currently do not experience aircraft overflights, may well do so in the future if we are placed in a situation where we are required to re-distribute noise to provide respite for future Tralee residents." Mr Dudley said.

To assist community understanding of the issues involved, Airservices Australia has today released a package of information, based on its own data, about air traffic movements and flight paths and associated noise relating to the proposed Tralee development. It can be accessed from Airservices Australia's web site

or by contacting Airservices Australia on 02 6268 4111

For further information contact

Richard Dudley

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Mb: 0412 146 828

Date: 16 August 2002

Airservices Australia is a Government owned organisation responsible for the safe and efficient management of air traffic across 11 per cent of the world's air space. Services include air traffic control, airspace management, aeronautical information, radar communications, radio navigation aids, aviation maintenance and engineering, environmental management and aviation rescue and firefighting. Airservices website: www.airservicesaustralia.com

8 June 2004

Mr C Knowles, MP
Minister for Infrastructure and Planning
Level 33 Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Dear Mr Knowles

Regional Express's Support of Canberra Airport's "High Noise Corridor" Approach

Regional Express is aware of a proposal to rezone the NSW rural property known as Tralee, near the NSW/ACT border and under Canberra Airport's primary southern departure flight path corridor, from rural to residential use.

Canberra Airport has aircraft noise abatement procedures designed to provide relief for the residents of Canberra, Queanbeyan and Jerrabomberra. Regional Express abides by these procedures. Regional Express is advised that the resultant flight path corridors include a southern departure corridor ("High Noise Corridor") which flies directly over the proposed residential development at Tralee – particularly departures to the south from Canberra Airport's Runway 17.

Furthermore Regional Express is advised that any residential development on land under an aircraft flight path corridor not only impacts on the level of residential amenity enjoyed by residents in that development but may also affect the amenity of residents in other suburban areas around the airport, in circumstances where future residents of Tralee may lobby for respite from aircraft noise resulting in noise sharing practices.

On the above basis, Regional Express opposes the residential development of Tralee and supports Canberra Airport's "High Noise Corridor" approach to the management of aircraft noise for the city.

For the record, one of Regional Express's Director's is also a Director and Chief Executive of the company that is developing the Tralee project.

Yours sincerely



Geoff Breust
Chief Executive Officer

cc: Mr John Anderson, MP, Minister for Transport
Mr Jon Stanhope, MLA, ACT Chief Minister
Canberra International Airport Pty Ltd

rex.

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ANSETT AUSTRALIA

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Executive Chairman

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17 June 1999

The Hon Andrew Refshauge MP
Minister for Urban Affairs and Planning
Parliament House
Macquarie Street
Sydney NSW 2000

Dear Minister

**PROPOSED RESIDENTIAL LAND DEVELOPMENT UNDER FINAL APPROACH
PATH TO CANBERRA AIRPORT**

We have been advised that Queanbeyan City Council is seeking approval to rezone and subdivide land under the final approach path to the main instrument approach runway at Canberra airport. The land the council is proposing to subdivide is known as "The Poplars" and is situated under the precision approach flight path to runway 35, seven kilometres from the runway threshold.

We are concerned that approval of this residential subdivision will lead to noise complaints and community unrest that could adversely impact on airline operations into and out of Canberra. Whilst we make every endeavour to co-operate with airport communities to minimise noise and be good corporate citizens, there is very little we can do at this late stage of the final approach to land. Because of surrounding terrain and safety considerations, alternative approach and departure options are extremely limited.

The aviation industry has invested enormous capital in aircraft that meet the latest noise certification standards of the International Civil Aviation Organisation (ICAO) and has embraced noise abatement procedures in accordance with internationally recommended practices. An essential third component of this noise reduction strategy is compatible land use and development in the vicinity of an airport.



Official Airline of
the Sydney 2000



ANSETT AUSTRALIA

As this matter has wide implications for airline operations and regional development, we oppose the Queanbeyan City Council's application and request the Government disallow the application.

Yours sincerely

Rod Eddington

cc: The Hon John Anderson, Minister for Transport and Regional Services
The Hon Kate Carnell, Chief Minister, ACT
Mr Frank Pangallo, Mayor, Queanbeyan City Council



OVERNIGHT AIRFREIGHT OPERATORS ASSOCIATION

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15 November 2006

The Hon Frank Sartor MP
Minister for Planning
Level 34
Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000

Dear Minister,

Inappropriate Residential Development under Aircraft Flight Paths, Canberra International Airport.

The Association was absolutely astounded to learn last week that the recommendations of the Independent Review Panel Queanbeyan Land Release Inquiry, August 2006 were not accepted and the Greater Queanbeyan City Council were requested to submit to you a revised land use proposal.

It is understood that the latest submission from the Greater Queanbeyan City Council to you includes the proposed developments of Poplars, Tralee, Tralee Station, and Evirona – Robin which are all located directly under the High noise aircraft corridor of the south eastern approach and take off flight paths for Canberra International Airport. (See attached plans 1 & 2)

The Association considers these development proposals to be totally inappropriate and strongly objects to the rezoning of rural land situated under Canberra Airport approach and take-off flight paths corridors for residential usage. The Association fully supports the recommendations of the Independent Review Panel that the rezoning of the land covered by these developments for residential usage should not be approved when other land area not affected by aircraft noise and overflight is available for development in the Greater Queanbeyan City Council.

Aircraft noise abatement procedures already apply to Canberra International Airport to minimise the impact of aircraft noise on the surrounding community. Many years of work and consultation have resulted in the development of aircraft flight corridors in to and out of Canberra Airport which minimises the impact of aircraft noise on the surrounding communities as well as providing safe environment for aircraft operations.

In order to further protect the community, several Association members who conduct regular night airfreight operations through Canberra International Airport have voluntarily signed agreements with Canberra Airport Management not to use the cross runway or overfly noise abatement areas at any height at night, unless where operationally required.

Experience from across Australia has shown that where similar rezoning development has occurred in the past, the new residents quickly form anti-airport lobby groups and political aspirants demand airport operating restrictions such as night curfews and noise sharing be introduced to minimise the impact of aircraft noise on the community.

Delegates at the 9 November 2006 Canberra Airport Aircraft Noise Consultative Committee were amazed when the Councillor Frank Pangallo, Mayor of Greater Queanbeyan City Council stated that he believed that the residents of the proposed developments under the flight paths would not complain about aircraft noise or overflight occurring during the daylight hours. He also said that he believed they would complain about these matters when they occur during the night hours, however this could be resolved by the introduction of a Curfew on night operations at Canberra International Airport.

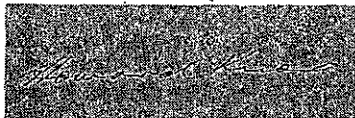
Residential development of land, situated under the aircraft flight paths at Canberra International Airport, will result in severe impact on the level of amenity by the residents who would ultimately reside in these areas. A resultant noise sharing approach will undoubtedly also impact on a great number of residents of Canberra and Queanbeyan, who are presently afforded protection from aircraft noise by the current noise abatement procedures.

Our Airports are a part of our nation's vital infrastructure and they play an important role in the economic development of our country. It is imperative that Federal, State and Local Governments need to protect our nation's Airports from the imposition of operational restrictions and limitations being introduced due to inappropriate land usage and developments.

The Association asks that you take the necessary action within your powers to prevent any Rural Zone lands located under the Canberra Airport flight path corridors from being rezoned for residential usage.

The Association would welcome your comments in regards to this matter.

Yours sincerely,



Howard Knox OAM
Executive Director
Overnight Airfreight Operators Association.



*Jerrabomberra Residents
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Canberra International Airport
1/2 Brindabella Circuit
Canberra Airport ACT 2609

Dear Sir

2008 PRELIMINARY DRAFT CANBERRA INTERNATIONAL AIRPORT MASTER PLAN

Thank you for the opportunity to provide a submission to the 2009 Preliminary Draft Canberra International Airport Master Plan (PDMP). Please find a response from the Jerrabomberra Residents' Association (JRA) attached.

Yours faithfully

Margot Sachse
JRA President

7 May 2009

cc Hon. Anthony Albanese MP – Federal Minister for Infrastructure Transport, Regional
Development and Local Government
Dr Mike Kelly MP – Federal Member Eden-Monaro
Steve Whan MP – State Member for Monaro

WHAT IS THE JRA?

The Jerrabomberra Residents Association (JRA) is one of the largest and most active and vocal community organisations in the Queanbeyan City – Canberra region.

We were formed by volunteers from the newly established Jerrabomberra community in the early 1990s, to help foster community spirit and develop caring relationships between local families. Over time, the JRA became increasingly involved with advocacy and lobbying for the particular needs of our community, at a Local, State and Federal level. We now represent over 9000 residents in the Queanbeyan City Council area, who reside in the 2619 postcode.

While we maintain our 'community' focus and desire to make Jerrabomberra a special place to live, we now also draw on the collective experience, qualifications, and skills of our JRA members to ensure infrastructure and Governments address resourcing concerns.

From the organisation of Christmas 'Carols by Candle Light', to the campaigning for a much-needed school, the JRA has been the foundation for creating our unique and harmonious community. Regular monthly meetings, democratic elections, and a large, inclusive membership mean we represent all community views. We deliver on a broad community agenda, and work for all residents in Jerrabomberra.

Many years of having a single entry and exit point has resulted in a harmonious, 'village' environment and it is one of the great attractions of living in Jerrabomberra. We have developed a very strong sense of 'community' and it is this ambiance that we wish to preserve.

Jerrabomberra residents are all too familiar with the impact aircraft noise has on their daily lives. This has become a major problem since December 1995 when, at the request of the ACT Government, the flight path was changed and all planes were funnelled down the western side of Jerrabomberra. The Instrument Landing System (ILS), or the flight path centre line, goes from Church Creek along the western part of Jerrabomberra to the end of the runway. With 489 residences currently falling outside the current noise abatement area, aircraft noise is a regular concern to all Jerrabomberra residents as aircraft noise does not stay outside the noise abatement area and Canberra Airport currently does not have a night time curfew.

EXECUTIVE SUMMARY

Following on from the rejected 2008 Preliminary Draft Master Plan (PDMP), again the Canberra Airport Group in their dogged pursuit of getting Federal government approval for a 24/7 freight hub, have produced a PDMP for Canberra Airport that is set out to confuse the community. Furthermore, the 2009 version attacks the Jerrabomberra community as they plan to subject our community to 24/7 jet aircraft noise in their pursuit of personal profit.

It is the position of the JRA that Canberra Airport is a regional inner city airport servicing the local community, and as such, it must continue to operate within this framework. The Airport's desire to operate as a 24-hour freight hub and become Sydney's second airport should be curbed with a legislated curfew between the hours of 11.00pm and 6.00am. We believe this is the only way to protect the interests of the Canberra-Queanbeyan community and ensure we will be able to sleep at night without the intrusion of aircraft noise.

CONSULTATION

In rejecting the 2008 PDMP, Minister Albanese said, "I considered the public consultations and the outcome of that consultation to be deficient and inadequate".

The actions of the Canberra Airport in the release of the 2009 PDMP showed they continue to hinder the consultation process. It all started on 10 February, the day when the airport released the

PDMP onto its website as a single 57 mB file. The JRA could not get the file to load and when we queried the airport we were told that our computer might be having problems, despite a number of members being unable to load the file. We specifically requested on 10 February 2009 that the airport reduce the file into chapters. As the JRA is a volunteer and community organisation we also requested hardcopies due to the cost of producing our own, in order for the JRA to conduct a detailed analysis of the PDMP. These were not received until after the 12 March 2009, being the day of the Canberra Airport Aircraft Noise Consultative Forum (CAANCF) meeting. The JRA holds a position on the forum and was limited in its ability to provide detailed input due to the late delivery of the hardcopy PDMP.

The PDMP is presented in a manner that is set out to conceal the key matters that are of importance to our community. The PDMP (and the airport 40 minute presentation) focuses on increases in passenger numbers and splits the number of night time flights between chapters based on freight operations and passengers, sadly lacking any cumulative totals. Examples of proposed freight arrival and departure timetables (Figure 6.2) are fictitious to the core, as these are only indicative.

Contrary to statements issued by the Airport management, their consultation programme has been at best a minimalist approach. Whilst they have met with several key stakeholders including the JRA, most if not all of these meetings were organised by the community groups themselves with no assistance in costs or advertising by the Airport. In fact, the JRA is aware of only one community meeting that was organised, run by and paid for by the Airport. This is totally inadequate for the Airports requirement of community consultation, but alas, it does epitomise the Airports approach to its community and neighbours.

AIRCRAFT NOISE

Throughout the PDMP, the Airport attempts to assert its credentials as a 'responsible citizen' concerned about minimising the impacts of aircraft noise on the community. However, the Airport has now revealed the details of a proposal that will violate the quality of life for tens of thousands of residents in the ACT and NSW. The Airport's desire to operate as a nighttime freight hub, with large heavy jet aircraft landing and departing at two-minute intervals throughout the night and the early morning is not an example of a responsible citizen.

The PDMP acknowledges that the impact of the 24/7 freight hub will significantly impact on Jerrabomberra. "These figures demonstrate that no residents within the ACT, and only a few within Jerrabomberra, will be exposed at any time to noise over 65dBA as part of a freight hub".

This statement is false. We currently experience a low level of background noise (below 30dBA during the night). The World Health Organisation research indicates that sleep is disturbed with resulting health concerns at levels of 35-45 dBA. Aircraft noise events of 65dBA will disturb the whole Jerrabomberra and Canberra community. This is a fact as we currently experience this when passenger jets land after 11pm. A recent example is when Jerrabomberra residents were woken at 0200 hours on 31 March 2009 from a Tiger A320 producing 74dBA at the Jerrabomberra noise terminal. This plane woke up residents across our suburb including those inside the current Noise Abatement Area.

We find it insulting that the airport believes that it is acceptable for Jerrabomberra residents to be exposed to this level of noise at night. The JRA finds comments like those on page 80 "that only 800 houses have any meaningful exposure to aircraft noise from jet aircraft" a true example of how out of touch the airport is with the regional community, as this isn't the case in Jerrabomberra, with significantly more houses, each with families, exposed to the proposed freight jet aircraft noise.

Our community was approved for development prior to the Federal Government sale of the Canberra Airport. Most residents purchased in the area prior to the 2005 Master Plan being released, where the concept of a freight hub was first documented for the public. The proposed 24

hour freight hub represents a quantum leap in the operation of the airport which could not be expected to be within the consideration of current or potential residents.

Residents of the South Canberra Basin know aircraft noise impact results from not only flights overhead, but also from the explosive sound of landing aircraft engaging reverse thrust and departing aircraft at full power on takeoff. These events send sound shockwaves for kilometres through Canberra's calm, still night air.

In relation to the operation of the nighttime freight hub, the airport is deliberately deceptive and misleading. It attempts to paint a picture that the operation will be minimalist and its impact benign. It provides figures of X number of flights etc, however the airport has concealed from the draft PDMP its true intentions. The details of the Airport proposal are outlined in a report by Rehbein AOS. The table at page 14 of the Report sets out the details. On an annual basis, there will be 122,086 nighttime movements, representing 334 planes every night, including nine 747 jumbo's, nine 777 jumbo's, ten Airbus A330's, 55 Boeing 737-800's, 29 Airbus A320's and 35 Boeing 757 freights. Nighttime noise impact on areas such as apartments at Kingston Foreshore, only four kilometres from the runway, will be unbearable and property values will plummet.

On page 174 of the PDMP, the Airport says "...a curfew is not necessary at Canberra Airport...". It may be reasonable to make this statement now. However, in its own documentation, the Airport announces plans to handle hundreds of large aircraft throughout the night making a curfew the only means to provide noise respite to thousands of ACT and NSW residents. The JRA believes it is fair and reasonable the Airport should be saved the expense of planning and developing the airport for night-time operations by an early decision on a night-time curfew between 11.00pm and 6.00am.

The cost to implement a Sydney style curfew at Canberra Airport now would be negligible, however if a curfew was to be introduced at some date in the future, and considering that most in the Region believe this is inevitable, the cost to the community and business and the cost to the economy and employment will be devastating. We are currently in the fortuitous position of being able to preempt this disastrous situation from arising by accepting the inevitability of a curfew and implementing it now before any harm to the community and economy is done.

The introduction of a curfew is inevitable. The Managing Director of Canberra Airport constantly refers to the power of public opinion to influence political decisions particularly when marginal parliamentary seats such as Monaro and Eden-Monaro are involved. If Canberra Airport seeks to expand its night time operations it will be subject to a curfew in the same manner as Adelaide airport under the former Coalition Government.

The airport must declare publicly its intentions as outlined in the Rehbein AOS report, it must publish the full details in the PDMP and it must engage in community wide consultation specifically on this issue. Otherwise the airport is not meeting its public responsibility and also, again, not consulting freely with the public - the same reason the 2008 PDMP was rejected.

The number of aircraft movements contained in the Practical Ultimate Capacity (PUC) ANEF is based on the theoretical capacity of the current Canberra airport runway system and has no correlation with the reality of actual aircraft movements and climatic conditions regularly affecting the airport. While Air Services Australia has approved the PUC ANEF for technical accuracy, the JRA believes the Federal Government needs to undertake an independent review of assumptions and data underpinning the PUC ANEF, to ensure it is a realistic forecast of actual movements, prior to approving the PDMP. Failure to undertake this review will undermine the ANEF system, which is used by various State and Local government bodies as a key planning tool.

In the PDMP, much emphasis has been placed on the Required Navigation Performance (RNP) curved approach to provide noise relief for Jerrabomberra residents. The RNP only applies to Qantas 737-800 aircraft currently just one to two flights a day, depending on weather and crew

ability/choice, so many flights continue to use the runway centreline. The Qantas 737-800 fleet only use the RNP approach for about 35% of arrivals.

The airport was the guest of the JRA at our April meeting to specifically discuss the PDMP. In excess of 100 concerned residents attended this meeting arranged by the JRA. During the presentation Noel McCann Director of Planning Canberra Airport, spent a significant amount of time speculating to our community on moving flight paths away from Jerrabomberra into the Jerrabomberra Valley. He spoke at length of having more planes landing from the north and more planes using the RNP approach. This is will never be a reality as the majority of the planes will continue to use the ILS for safety and weather reasons, as is the case now.

At all previous CAANCF meetings, the JRA have been informed that planes cannot be retro-fitted with GPS technology to enable them to fly the RNP and Virgin and the VIP fleet have not applied to CASA to use this technology. The new Virgin Embraer fleet are not RNP capable. Mr McCann stated at our meeting, that this wasn't the case now and that he had recently been told that the Virgin fleet have now been certified to go to the next step, but he didn't know when or if this would ever occur. In making this statement he has clearly provided a misleading statement to our community that isn't reflected in the PDMP, or in fact been confirmed by Virgin. In the current economic climate, technological enhancements by the airlines will be implemented only where necessary, therefore 68% of planes arriving into Canberra will continue to use the southern runway ILS on approach and northern runway on departure.

Canberra Airport has a desire to become Sydney's second airport. What is absent from the PDMP is the number of international arrivals post Sydney's 11pm curfew time that will be redirected to Canberra Airport once the new terminal is completed. These flights currently land in Brisbane. The impact of large jets arriving post 11pm and departing at around 5am will add to the proposed freight night time flights and make sleep for Jerrabomberra residents impossible.

Chapter 14 focuses on Aircraft noise and section 14.3 details the current measures in place to avoid noise disturbance. We currently have 5 turbo prop freight planes each night, and many landing from the north, we are appalled at the threats made by the airport to remove many of these noise abatement measures if development occurs in the Jerrabomberra Valley. Once again, the airport has sacrificed Jerrabomberra in their desire to make a profit.

RUNWAY OPERATIONS

In the current PDMP as well as in the 2008 version the JRA and the Jerrabomberra community are misrepresented. At page 181, the PDMP refers to a request from the Jerrabomberra community that all aircraft arrive from the north and depart to the south. It is our experience that planes departing and climbing at full power are noisier and the noise level more sustained than for arriving aircraft. These concerns are confirmed by a statement of Airport Executive Director Tom Snow published in *The Queanbeyan Age* of Friday 13 July 2004. Mr Snow said, "Planes taking off are noisier than one's landing". He also said, "A plane taking off needed much more power and was much louder, reaching 70 to 75 decibels". At the same time, there has been no diminution in the number of aircraft arriving from the south, with the result that on many days within the same time frame, planes are both landing from and departing to the south. This operational pattern is detrimental to the interests of Jerrabomberra residents.

The JRA seeks relief for residents by securing the maximum number of departures to and landings from the north. This is our preferred position. However, it is recognised that with prevailing north-westerly winds, the existence of only one ILS and that on Runway 35, and terrain constraints, will combine to ensure that for practical purposes in the immediate future arrivals from the south will continue to be the operational pattern.

CHANGING THE LANDING THRESHOLD

At page 109, the airport proposes to change the runway threshold in June 2010. We are strongly opposed to any shift in the landing threshold for runway 35.

The JRA is concerned any change in the landing threshold for runway from its current position will result in an increase in noise for Jerrabomberra residents as planes will be about 20 metres (60 feet) lower over our suburb. The Airport wrote to the JRA on 18 January 2006 informing us the runway thresholds were not being moved from their current location "at this time". This contradicts all public statements the Airport made regarding moving the runway landing threshold, where in the media the Airport states the landing threshold will not be moved.

THE HIGH NOISE CORRIDOR

Over many years, the Australian Government, in consultation with State and Local governments has applied considerable effort to establish guidelines for land-use planning decisions in areas affected by aircraft noise. Every political jurisdiction has endorsed the Australian Standard 2021 (AS2021) as the basis of such planning decisions. The Australian Standard is designed to specifically protect the interests of airports and residents alike.

However, the Canberra Airport has invented its own concept known as the *High Noise Corridor*. This concept has no scientific or logical basis and was invented to serve the Airport's agenda of limiting community development, as evidenced by the Airport's opposition to the proposed Anglican High School and community facilities adjacent to Jerrabomberra.

The "High Noise Corridor" concept has been rejected by the Commonwealth and ACT Governments. The ACT Government specifically removed reference to it from the *Canberra Spatial Plan*. Because of its irrelevance, and also because of the concept to deliberately mislead and confuse, all reference to the High Noise Corridor should be removed from the PDMP.

NOISE IMPACTS OF A PARALLEL RUNWAY

For the first time the Airport has revealed its plans for construction of a third runway parallel to the existing North-South runway. This will be located 1.3 kilometres to the east of the current runway. In all their public, CAANCF and JRA presentations on the 2009 PDMP the airport has stated that the parallel runway is an initiative of the Howard government that is supported by the current Federal government. This flies in the face of the advice provided to us by our Federal member of Eden-Monaro Dr Mike Kelly AM (also Parliamentary Secretary for Defence Support). He has informed us that Department of Defence requires the land the airport has earmarked for the parallel runway and it is not available to the airport. Dr Kelly has informed us that he has clearly articulated this to the airport; therefore, the parallel runway should be removed from the PDMP.

Noel McCann, the airport's Director of Planning informed us at the CAANCF that "this runway is in the plan and will be staying in it". He went onto say that planes using it will be limited to landing from the north and there will be no southern departures or arrivals; however this detail is omitted from PDMP and is unbelievable.

The Government must refuse to endorse the PDMP until such time as the Airport withdraws the parallel runway proposal, or alternatively, produces an ANEF contour map to form the basis of further community consultation not simply state that once it is in the master plan we will consult further with the community when it is in the planning stages – this is far too late.

NOISE ABATEMENT AREAS

The Noise Abatement Areas have been in place since 1995. They are not legislated, but most aircraft pilots respect them and avoid flying over the areas except for weather or medical emergency.

These areas provide some respite for our community 24/7. In the PDMP, the airport state that the airport wishes to expand the areas to cover residential development in Gungahlin and Googong, even though Air Services has told the community for the past couple of years at the CAANCF meetings that for operational reasons they will not be changing the areas. However, in the airport continues to propagate the myth that they will ban all overnight aircraft operations over the Noise Abatement Area between 11pm and 6am; however we have them now 24/7.

"Canberra Airport recognises that the community is concerned about the impact of aircraft noise, particularly at night. The Master Plan proposes two key new noise abatement measures that will ensure the community is not adversely impacted by growth in aviation activity at Canberra Airport:

- *A ban on all overnight aircraft operations over the Noise Abatement Areas between 11pm and 6am*
- *Extend the Noise Abatement Areas to cover the new suburbs of Gungahlin in the ACT and the proposed Googong residential development in NSW*

"Through these new measures, which we are locking in as part of our Master Plan, we are showing our absolute commitment to the community, by ensuring that the growth of the Airport, whilst benefiting the community, will not impact on the lifestyle of residents", Mr Byron said. Canberra Airport Media Release 10 February 2009

From time to time jets do fly over these areas for various reasons, and more often than not, sequencing is causing incursions in the noise abatement areas, within the current airport capacity. The JRA believes that with the predicted increase in the number of flights, that sequencing issues will increase, and so will the incursions into these areas. Only last month Virgin Blue breached the area and we were told by the Air Services Noise complaints department that Canberra Tower didn't even note the breach let alone report it to Virgin for follow up, when it clearly shows up on WebTrak.

The PDMP needs to clearly state the noise abatement areas for Canberra Airport are voluntary and are not legislated. Frequently, propeller aircraft cut the corners of the noise abatement areas and they do not apply to the VIP fleet that frequently breaches them when flying training circuits.

The JRA believes certainty about noise abatement areas can only be done through legislation and that the statement that the current areas will be changed by 2010 is false, as Air Services Australia have said on numerous occasions that due to airport operational reasons the areas will not be changed. The JRA suggests that the airport pursue the legislative route.

It is also the JRA's position that the current Noise Abatement Area will not provide the Jerrabomberra community with any respite when jets arrive between 11pm and 6am. This was evidenced on the Tiger A320 arrival on 31 March 2009 at 0200 hours. Those of us who reside well inside the noise abatement area were woken by the roar of the arriving jet. The only solution is to introduce a nighttime curfew.

ONGOING COMMUNITY CONSULTATION

Canberra airport has established the Canberra Airport Aircraft Noise Consultative Forum (CAANCF). This is a relatively recent creation following the airports unilateral abolition of the Canberra Airport Aircraft Noise Consultative Committee (CAANCC).

The airport restructured the consultation process to remove several key community groups and increase the representation of government agencies and commercial operators sympathetic to the airports interest. This was a deliberate action by the airport to manipulate the consultation process.

We were told at the last CAANCF meeting, that once again the airport will be changing the terms of reference of the committee to include more diverse groups like the Canberra Business Council whilst there is no intention to invite other community groups ie Burra or Fernleigh Park (residents that are under the ILS) to take up a position on the forum.

It is the view of the JRA that the community consultation should be independent of the airport and should be chaired and convened by an independent person appointed by the Minister for Infrastructure Transport, Regional Development and Local Government in a manner as applies at Sydney airport.

SYDNEY SECOND AIRPORT

It would appear from the draft PDMP that the Canberra Airport is attempting to become Sydney's second airport. This is clear from the desire to establish a 24 hour freight hub and 24 hour international flights with fast links to Sydney. The airport is supporter of building a fast rail service from Canberra airport to Sydney. All these developments are because the current Sydney International Airport is now operating at close to 100% in the hours that it is allowed to operate, being outside the curfew hours. It is totally unacceptable that the residents of ACT and southern NSW be exposed to frequent nighttime heavy aircraft noise just because a curfew in Sydney ensures the Sydney residents get some respite during the night.

CONCLUSION

On 21 November 2008, the Minister wrote to Stephen Byron advising he had denied approval of the draft Master Plan and that he required a new draft Master Plan within 180 days. The Minister stated "the draft Master Plan provides insufficient detail which has compromised the quality of the public consultation process as it was difficult for the public to have a good understanding of the CAPL's future plans"

The JRA believes that this situation continues to prevail, in that the revised Master Plan fails to provide sufficient details about the proposed expanded night time operations – both freight and passenger flights and about the development of a proposed parallel runway.

In his letter the Minister said "the community require(s) certainty."

While the Canberra Airport continues to conceal and misrepresent its plans and fails to "provide sufficient detail", the Minister must once again refuse endorsement of the PDMP. Further, the JRA requests that all reference to the proposed freight hub be deleted from the PDMP until such time as the freight hub has been subjected to the Major Development Plan (MDP) procedures, referred to in the letter of Mike Ford A/g Executive Director Aviation and Airports to Tom Snow, Executive Director, Canberra Airport dated 10 July 2008. Such a process is necessary to ensure full exposure of the airports ultimate plan, and enable informed, transparent community consultation.



8 MAY 2009

Googong Residents Group
C/o Mr Dirk Navara
PO Box 1039
QUEANBEYAN NSW 2620

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

Dear Ms Aves

Re: Canberra Airport 2009 Preliminary Draft Master Plan.

The Googong Residents Group (GRG) appreciates the opportunity to comment on the proposed 2009 Canberra Airport Draft Master Plan (CADMP).

The GRG represents residents who live in Fernleigh Park, Mount Campbell, Little Burra and Royalla (hereafter referred to as the "noise affected area"), who are currently, or who are expected to be, subject to regular aircraft related noise events.

Based on ABS data the GRG estimates that between 2,000 and 3,000 individuals live in the noise affected area (noting that this estimate excludes people in Jerrabomberra and North Canberra who are also affected by aircraft noise).

Residents in the noise affected area will be directly and adversely impacted by the proposed increase in the volume of air traffic, the modified noise abatement areas and by the proposal to allow aircraft to land and take off during the night.

1.0 Summary of concerns

The GRG is concerned that:

1. To the GRG's knowledge no long term residents in the noise affected area were consulted by the CIA regarding the proposed establishment of the High Noise Corridor or noise abatement areas;
2. CADMP mapping of noise affected areas is not accurate;
3. Increased noise pollution in the noise affected area will adversely impact on the quality of life of residents;

4. Many homes located within the noise affected area were constructed prior to the date of the proposed HNC, and are not sufficiently insulated to adequately deal with aircraft noise;
5. Increased aircraft emissions may have an adverse impact of on the quality of rainwater sourced drinking water;
6. The above issues will have a negative impact on property values in the noise affected area;
7. The CIA has proposed the introduction of night operations for large and noisy aircraft which will impose major social and economic costs on the residents of the noise affected area, without any real prospect of generating significant sustainable benefits for the greater Canberra community. The justifications are self serving and in many cases based on inaccurate, incomplete or illogical positions;
8. The CAPDMP omits projections of night movements of passenger aircraft even though they represent 96% of all movements at Canberra International Airport;
9. The imposition of restrictions on land zoning created by the self declared High Noise Corridor compromises the NSW Government land use approval system which directly impacts the rights of residents in the noise affected area;
10. The CIA has confirmed that it has not conducted an analysis of the social or economic costs to residents in the noise affected area; and
11. The CIA is able to pursue its commercial ambitions, to the detriment of residents in the noise affected area, without those residents having recourse for financial loss and negative impacts on lifestyle, suffered as a result of the CIA's commercial expansion.

2.0 Proposed actions to be taken by the CIA.

The GRG considers that the CIA must undertake each of the following actions to ameliorate the impact the CADMP initiatives will have on residents in the noise affected area:

1. Impose a noise curfew from 11pm to 6am except in the case of genuine emergency.
2. Reintroduce noise sharing so that the burden of aircraft noise is shared by all members of the community.
3. Redefine flight paths to track aircraft further to the west of the current noise affected area along the path used by jets taking off to the south of the airport, and to increase the height of aircraft on approach. The GRG understands that alternate flight paths could be followed if the navigation

beacon to the south of the Airport was relocated or if aircraft were required to use GPS navigation devices¹.

3.0 Detailed discussion of concerns

3.1 To the GRG's knowledge no long term residents in the noise affected area have been consulted with by the CIA regarding the proposed establishment of the High Noise Corridor.

Many residents in the noise affected area have lived in the area for 20 years or more. To the GRG's knowledge no resident has ever been involved in a consultation process about the proposed HNC or about the CIA's intentions to implement noise abatement areas that effectively concentrate aircraft noise in the noise affected area.

The bulk of residents in the noise affected area only became aware of the CIA's intention to establish the HNC and upgrade its operations when 2 concerned residents undertook a letterbox drop alerting local residents to the CIA's plans. Following this action over 400 local residents signed a petition (see attached) opposing the CIA's expansion plans. Virtually none of these residents were aware of what channels they could go through to engage the CIA in relation to the aircraft noise issue.

The GRG does not dispute that the CIA may have published notices in newspapers or hosted public meetings regarding the HNC². The GRG also notes that the CIA appears to have proactively consulted with Canberra residents from suburbs not affected by aircraft noise and considers that the CIA has been selective in its consultations so it can present the image that its has broad community support for its plans.

Given the experiences of the longer term residents the CIA's approach to community consultation has clearly failed to reach those people in the community most likely to be adversely affected by the CIA's plans.

3.2 Mapping of noise affected areas is not accurate.

The CADMP states that apart for about 500 Jerrabomberra residences aircraft noise is predominately confined to rural areas. The implication is that noise

¹ If changes to flight paths resulted in aircraft operators incurring increased operating costs these costs should be reflected in ticket/freight prices; that is airport operations should be designed to minimise the negative impacts on residents, not to minimise the cost of air travel at the expense of residents.

² At a recent community meeting a CIA representative, who was questioned about the lack of consultation with residents from Fernleigh Park, expressed the sentiment that Fernleigh Park residents "must not read the paper" for them to remain unaware of the consultation processes. The GRG notes that the CIA publishes notices in the Canberra Chronicle, which is not delivered to Fernleigh Park.

does not affect residents other than in Jerrabomberra. This is incorrect as between 2,000 and 3,000 people live in rural residential developments under, or adjacent to, the flight paths to the south of the CIA that are exposed to aircraft noise on a regular basis.

The GRG accepts the Commonwealth's assessment that external noise exposures above 65dBA are at a level where aircraft noise becomes intrusive. The GRG also considers that where the frequency of noise events exceeds an average of around 20 per day (i.e. more than once every daylight hour) residents need to seek respite from that noise. Many residents in the noise affected area are already exposed to 50 or more 65dBA + aircraft related noise events each day.

The GRG notes that while the CIA claims that the HNC approximately maps to the 65+ dBA impact area³ the approach paths of aircraft are highly concentrated over areas to both the south and east of the southern boundary of the HNC⁴. GRG members live directly under these commonly used flight paths, which are outside the HNC, and are regularly exposed to intrusive aircraft noise.

The GRG considers that the single event contours presented in Chapter 14 of the CAPDMP materially misrepresent the true noise footprint produced by current and future aircraft movements. Curfew 4 Canberra have conducted significant independent testing and demonstrated routine N65 noise events across suburbs well removed from the claimed N65 boundary, such as Hackett.

One GRG member, whose property is at Little Burra and well outside the existing 65dBA contour, measured aircraft noise at his residence using a newly purchased sound level meter rated to an accuracy of + or - 2 dBA. He measured over 50 aircraft related noise events exceeding 65dBA in one day, with the loudest noise event peaking at 81dBA. This result calls into serious question the accuracy of the current noise map.

The GRG also understands that the noise shadow mapped by the noise model used to generate the maps estimates noise at sea level, not ground level. Accordingly, where the ground level is significantly higher than sea level, and the aircraft is flying relatively low over the ground, the model significantly underestimates the size and intensity of the noise shadow cast by the aircraft.

The GRG estimated the heights above ground level, at a location just south of Mount Campbell, of a sample of planes that landed at CIA on the 21st of January 2009 and showed that while the height above sea level was around 1,400 meters the height above ground level was less than 700 meters. The GRG considers that the assumptions underpinning the noise maps are flawed.

³ CADMP, at page 176

⁴ CADMP, Figure 14.5 at page 186 and figure 14.6 at page 187

The GRG also notes that the future noise forecasts (per figure 14.12 of the CADMP) are based on assumptions about issues such as aircraft type and design, glide paths etc and notes that the forecast shows that a significantly larger area than the current HNC will be subject to regular 65+dBa noise events.

In view of these issues the GRG considers that the assertion that the HNC is the only area affected by intrusive aircraft noise would be grossly misleading.

3.3 The adverse impact of increased noise pollution on the quality of life of residents in the noise affected area.

The GRG notes that the degree to which aircraft noise impacts affected residents depends on a number of factors; including:

1. The altitude and track of overflying aircraft;
2. The types of aircraft, whether they are on approach or departure and pilot controlled settings of each of the aircraft;
3. The frequency with which aircraft fly over the affected area;
4. The times of day that aircraft fly over the affected area;
5. For inside noise, the design and construction of the residence, particularly in relation to factors that affect noise insulation such as ceiling insulation, window types and sizes and the type of external cladding (see comments under section 3.3 below).

The GRG notes that the CADMP proposes that:

- There will be a further concentration of aircraft departure and approaches in the high noise corridor to be achieved through the proposed strengthening of the noise abatement areas that will further restrict aircraft flight paths to the HNC.
- Traffic volumes (passenger and freight) at the CA are expected to grow at an annual compound rate of about 4.2% over the next 20 years. If these projections are achieved air traffic volumes will increase (from current volumes) by about 51% over the next ten years and by about 128% over the next 20 years.
- International flights will commence using the airport in 2010 (the GRG expects that some international flights may use large noisy aircraft such as "Jumbo jets")
- There will be increased aircraft movements between 11pm and 6am (estimated to rise from 5 to 25 per night over the next 20 years) so that, on average, a plane will fly in or out of the CIA every 16.8 minutes between 11pm and 6am.
- There will be an increase in air freighter traffic, which the GRG expects will involve the use of older noisier aircraft.

Accordingly the GRG expects that implementation of the CADMP will materially increase the frequency and severity of aircraft related noise pollution in the noise affected area and that the extension of the CIA's operating hours to 24 hours will increasingly result in noise pollution between the hours of 11pm and 6am.

The GRG notes the CIA's intention to restrict aircraft flight paths so that the majority of Canberra and surrounding residents are protected from adverse aircraft noise. While this reflects CIA's desire to minimize the impact of its operations on as many residents as possible, the approach of "protecting the many" will materially increase the impact of noise on the 2,000 to 3,000 residents living under the restricted flight paths. The GRG considers that protecting the majority from aircraft noise at significant expense to the minority is totally unfair and can not be justified.

The GRG notes that local councils across Australia have enacted laws restricting excessive noise after specified hours (usually 10pm). Those adversely affected by events, such as loud parties, are able to lodge complaints with the police, who have the legal authority to intervene to reduce noise impacts. These laws reflect society's common view that people are entitled to an uninterrupted nights sleep. The GRG consider that allowing the CIA to operate on a 24 hour basis will deny residents in the noise affected area the right to a decent nights sleep.

3.4 Many of the homes located within the noise affected area were constructed prior to the date the HNC and noise abatement areas were proposed and are not built with aircraft noise insulation requirements in mind.

The GRG notes that the CIA considers that residential developments in the HNC should not be allowed to go ahead. For example the CADMP states that:

"Because of the very high levels of aircraft noise in the [High Noise] Corridor, it is unsuitable for residential development or other sensitive uses"⁵, and

"The High Noise Corridor is an area unsuitable for residential development and Canberra Airport is committed to ensuring that through the use of the High Noise Corridor Canberra and Queanbeyan residents remain free from noise sharing."⁶, and

"Canberra Airport maintains that no housing should be permitted in the High Noise Corridor..."⁷.

⁵ Canberra Airport CAPDMP page 170.

⁶ Canberra Airport CAPDMP page 170.

⁷ CAPDMP page 193.

As noted in section 3.2 above the GRG considers that the CIA contention that the HNC is the only area affected by invasive aircraft noise is incorrect and believes that the area affected by regular 65dBA + noise events is far larger than that depicted in the CADMP.

Given that the CIA clearly considers that the measures proposed in the CADMP will make the HNC "unsuitable for residential development" the GRG can not understand why it should be acceptable for the CIA to unilaterally impose levels of aircraft noise pollution on those already living in the HNC (and additional area affected by regular 65 dBA + events not accurately reflected in the CADMP), particularly given that the bulk of these residential properties were established before the CIA either acquired the airport or proposed the noise abatement approach that has channeled the bulk of noise pollution over a small area.

The GRG absolutely rejects the notion that a privately owned ACT company should have been allowed to impose invasive levels of noise pollution on NSW residents in the noise affected area, so that residents of the ACT can remain noise free.

The GRG notes that clause 69(3) of the *Queanbeyan Local Environmental Plan 1998* requires that the Queanbeyan County Council (QCC) will not grant development consent for new developments located in designated areas, which include the noise affected area, unless the QCC is satisfied that the proposed building satisfies the provisions of AS 2021-2000 (Acoustics-Aircraft Noise Intrusion-Building Sitting and Construction)⁸. In particular AS2021-2000 specifies the need for domestic cooling, so that windows can be left closed in summer, and the type and size of windows. The GRG understands that the QCC only recently commenced applying this requirement in response to the proposed HNC.

Advice received from the QCC and from local builders is that compliance with AS2021-2000 is likely to increase the cost of building a new residence by as much as 10% and that the cost of insulating an existing home could be as high as \$100,000 in the extreme case where the home needed all of its windows replaced with double glazed windows and needed in-roof noise insulation installed.

The CIA is clearly conceding that their commercial intentions will make many homes in the noise affected area unsuitable for habitation. The GRG are concerned that there is no proposal for compensation for these losses, or a mechanism by which an existing resident can be recompensed for the damage caused by the airport's actions or those of its clients (aircraft operators).

⁸ The QCC has advised the GRG that any development applications to extend existing residences in the affected area must now comply with AS 2021-2000. In practice this means that a proposed extension (e.g. an extra bedroom) needs to comply with the standard even through the original residence does not apply.

The GRG also notes that while respite from aircraft noise inside a dwelling can be obtained via the installation of noise insulation, most people living in the noise affected area do so because they wish to take advantage of the outside lifestyle opportunities made available on rural residential blocks. Accordingly, noise insulation can only ever partially solve the noise problem. Some residents consider that increased exposure to noise will effectively confine them "as prisoners" inside their own houses.

3.5 Increased aircraft emissions may have an adverse impact of on the quality of rainwater sourced drinking water.

Town water services are not available to residents living in the noise affected area and virtually all homes in the area rely solely on rain water for domestic consumption⁹.

Residences located under or near to the high aircraft density approach and departure flight paths are subject to a high concentration of airborne pollutions emitted from aircraft engines¹⁰. Depending on weather conditions particulate matter and other pollutants emitted by aircraft may settle on the rooftops of residences and subsequently wash into the rainwater tanks containing water for domestic consumption.

3.6 The above issues will have a negative impact on property values in the noise affected area.

Increased aircraft noise and emissions pollution will negatively impact on the quality of life enjoyed by residents in the noise affected areas and this impact will be reflected in reduced property values.

⁹ During periods of drought rain water supplies may be supplemented with town water that is couriered in by water carriers.

¹⁰ Pollutants emitted by aircraft include Freon 11, Freon 12, Methyl Bromide, Dichloromethane, cis-1,2-Dichloroethylene, 1,1,1-Trichloro-ethane, Carbon Tetrachloride, Benzene, Trichloroethylene, Toluene, Tetrachloroethene, Ethylbenzene, m,p-Xylene, o-Xylene, Styrene, 1,3,5-Trimethyl-benzene, 1,2,4-Trimethylbenzene, o-Dichlorobenzene, Formaldehyde, Acetaldehyde, Acrolein, Acetone, Propinaldehyde, Crotonaldehyde, Isobutylaldehyde, Methyl Ethyl Ketone, Benzaldehyde, Veraldehyde, Hexanaldehyde, Ethyl Alcohol, Acetone, Isopropyl Alcohol, Methyl Ethyl Ketone, Butane, Isopentane, Pentane, Hexane, Butyl Alcohol, Methyl Isobutyl Ketone, n,n-Dimethyl Acetamide, Dimethyl Disulfide, m-Cresol, 4-Ethyl Toulene, n-Heptaldehyde, Octanal, 1,4-Dioxane, Methyl Phenyl Ketone, Vinyl Acetate, Heptane, Phenol, Octane, Anthracene, Dimethylnaphthalene (isomers), Flouranthene, 1-methylnaphthalene, 2-methylnaphthalene, Naph-thalene, Phenanthrene, Pyrene , Benzo(a)pyrene, 1-nitropyrene, 1,8-dinitropyrene, 1,3-Butadiene, sulfites, nitrites, nitrogen oxide, nitrogen monoxide, nitrogen dioxide, nitrogen trioxide, nitric acid, sulfur oxides, sulfur dioxide, sulfuric acid, urea, ammonia, carbon monoxide, ozone, particulate matter (PM10, PM2.5) (refer <http://www.lead.org.au/Lanv7n3/L73-4.html>).

The impact of noise pollution on property values has been demonstrated in the past studies undertaken on the effects of aircraft noise on the values of properties located near the Sydney airport. For example, a study undertaken by the Bureau of Transport Economics (BTE) in 1971¹¹ concluded there was a statistically significant relationship between aircraft noise and house prices (with property values suffering in higher noise areas) and that the relationship between noise and house prices was probably stronger for higher priced houses¹².

Given that the majority of homes in the noise affected area are priced in the upper quartile of the Canberra property market (i.e. from \$700,000 to \$1,000,000) the impact on property prices is likely to be significant.

3.7 The CIA has proposed the introduction of night operations for large and noisy aircraft which will impose major social and economic costs on the residents of the noise affected area, without any real prospect of generating significant sustainable benefits for the greater Canberra community. The justifications are self serving and in many cases based on inaccurate, incomplete or illogical positions.

The GRG considers that many of the claims, projections, and statements supporting the CIA intentions as presented in the CAPDMP are fundamentally flawed and unsupported. Access Economics have also conducted and published a peer review of the CAPDMP and have identified a series of deficiencies. These inaccuracies and unsupported claims act to generate serious doubt as to the potential benefits and reported impacts of the measures defined in the CAPDMP.

The GRG further consider that the disinformation provided within the CAPDMP acts to the financial benefit of the airport owners at the detriment of residents living in the noise affected area.

The GRG notes the following problems with the CADMP:

a. Air Freight.

The CAPDMP proposal to establish an overnight freight hub appears to contradict actual market drivers and fundamental economic principles:

- (i) The establishment of an overnight freight hub at CA will not of itself create additional demand for air freight. Accordingly, air freight operations attracted by the proposed "freight hub" will be at the expense of operations conducted at Sydney, Brisbane and Melbourne. The Preliminary Draft Master Plans for each of these airports demonstrate an intention for each airport owner to grow freight as a source of revenues.

¹¹ The BTA study can be viewed at <http://www.bitre.gov.au/publications/46/Files/OP007.pdf>

¹² See page 27 of the BTA report

Most have already invested heavily in infrastructure to supply expected growth. The market domination approach proposed by CIA is likely to be challenged by the other airport owners.

- (ii) Since the establishment of a freight hub will not of itself create additional demand for freight, the transfer of freight operations to Canberra will simply result in a transfer of jobs from other locations and industries and will not result in an overall increase in national employment. Further, the supply of additional capacity into a marketplace already operating well below capacity can only result in economic inefficiency and either higher freight prices as airports seek recovery of infrastructure costs, or strategic reduction in freight capacity at the capital city airports. The PDMPs of each capital city airport show not such intentions.
- (iii) Creation of a freight hub at the CIA will increase the cost of freight. Demand for international airfreight services is approximately proportional to population size. Accordingly, highest demand occurs at capital cities. Each state capital is currently serviced by direct airfreight services from international destinations with freight to smaller destinations predominantly distributed as lower deck freight on passenger aircraft already operating to end user destinations. That is, international airfreight is already delivered directly to the consumer market ensuring the minimum cost of delivery and where onward distribution is required the majority is carried on existing passenger services, again with the objective of minimising delivery cost. The introduction of an international freight hub at Canberra introduces additional travel sectors for freight traveling to any destination other than Canberra. This additional handling would introduce additional costs not present in current distribution models. Given the highly cost competitive nature of airfreight services, the development of Canberra as a sustainable freight hub seems to contradict contemporary economic wisdom.
- (iv) The CA claim that "the network based system requires more aircraft, including less efficient, smaller and older aircraft to operate more flights, hence increasing overall fuel burn, increasing emissions and hence raising the cost of airfreight"¹³. This claim is contrary to logic. While ever passenger aircraft operators can recover the costs of their services by providing travel for passengers, freight will always represent a marginal revenue opportunity at a cost level that dedicated freight operators are unlikely to match. Indeed, the Sydney airport Draft Master Plan of 2003/04 states that 80% of freight is carried in the hold of passenger aircraft, and that despite a projected annual increase in freight aircraft movements at Sydney Airport of only 1.3% the average annual projected increase in freight volume is 3.8%¹⁴. This shows SACL's expectation that this distribution method will continue as the dominant model in

¹³ CAPDMP at page 70.

¹⁴ Sydney Airport Draft Master plan, Page 50, Para 5.5 and page 51.

Australian Airfreight. The GRG believe that this is because the model offers better cost efficiency (and lower environmental footprint) than the dedicated freight aircraft model.

- (v) To address some of the obvious inefficiencies the CAPDMP supports a proposed high speed rail link. Access economics have calculated that the cost of developing Goulburn Airport to support freight operations is far lower than the cost of a VHST¹⁵.

b. General

The Projections of Practical Ultimate Capacity (PUC) within the CADMP represent movement numbers well in excess of those currently experienced by Gatwick Airport in the UK, which is currently the busiest single runway airport in the world. Gatwick currently serves a city of some 14 million people. CIA serves a projected population of around 500,000 people. The GRG questions what is going to drive all the additional demand in Canberra?

Table 5.6 of the CAPDMP provides a forecast of the future growth in aircraft movement numbers at the CIA. This table and Section 5 of the CADMP in general ignores the fact that movements of RPT aircraft at CIA have been approximately static (varying between 35,000 and 40,000) for the past 7 years.

c. Environment

The CIA has confirmed that carbon emissions in respect to sectors operated by commercial aircraft are attributed to the airport of departure¹⁶. Based on the projection of commercial aircraft movements presented in the CADMP and assuming the average aircraft is of a size compatible with the average projected passengers per aircraft, the carbon emissions attributable to Canberra Airport in 2029 will constitute 158% of the emissions target for the whole of the ACT¹⁷.

In view of the above the GRG considers that the community benefits associated with the measures proposed in the CADMP are based on incomplete, inaccurate and flawed information and are therefore misleading. No estimate of the social and economic costs to residents in the noise affected area has been included in the CADMP but the GRG strongly believes that these impacts will not offset by the genuine community benefits of the CIA's proposed expansions and the CADMP proposals are therefore not justified.

¹⁵ Access Economics Review of Canberra Airport Preliminary Draft Master Plan and the High Noise Corridor Concept, dated 20 March 2009, page 5.

¹⁶ Confirmation provided by Mr. Noel McCann during the community awareness meeting convened by Mr. Shane Rattenbury, MLA, Thursday 30 April

¹⁷ Information courtesy of Climate Action for Canberra.

3.8 The CAPDMP omits projections of night movements of passenger aircraft even though they represent 96% of all movements at Canberra International Airport.

The GRG notes that the CADMP includes projections of the movements of freight aircraft at night in section 6, however, we also note the lack of similar detail in respect to passenger aircraft movements in section 5. Noting that passenger operations account for more than 95% of all current movements at Canberra Airport, the GRG questions why the CIA has failed to provide this critical information.

GRG questions whether CA has made a deliberate attempt to obfuscate this issue by focusing on the comparatively small number of freight movements and omitting to identify the true extent of intended future night operations at CIA.

Further, GRG notes that passenger movements are projected to increase at an average annualised rate of approximately 4.4% and aircraft movements at some 3% implying that the CIA expect a higher average number of passengers per plane. The GRG considers that this will mean that the average size of aircraft (and therefore the average noise per movement) must also increase.

3.9 The imposition of restrictions on land zoning created by the self declared High Noise Corridor compromise the NSW Government land use approval system which directly impacts the rights of the Noise Effected Residents.

In unilaterally imposing an unprecedented High Noise Corridor the CIA also requires that NSW land within the HNC is excluded from residential development to ensure the remainder of the Canberra Community will be free from the prospect of noise sharing. The CIA claims this land to be currently free of residents so that readers of the CADMP would see logic in the CIA proposal. Whilst the CADMP focuses on the existence of Jerrabomberra it excludes recognition of other residential communities within the proposed HNC.

As previously stated Australian census information shows that more than 2,000 additional residents already exist within the area directly under or adjacent to the proposed HNC, in the communities of Fernleigh Park, Little Burra, Mt. Campbell, Royalla and Googong. This apparent oversight demonstrates a willingness by the CIA to ignore the rights of residents in the noise affected area.

Further, the land within the HNC and external to Jerrabomberra is already zoned residential. The airport's claims that aircraft noise is an unacceptable impost on the residents of the ACT should therefore apply equally to those residents of NSW that reside within or adjacent to the proposed HNC.

3.10 GRG note that CIA has confirmed that it has not conducted an analysis of the social or economic costs to the Noise Effected Residents.

The CIA clearly acknowledges the impact of noise pollution and has taken actions to reduce the impact on most of the ACT population, but at no time has any study been undertaken to identify or quantify the impacts these actions will have on those 2,000 to 3,000 residents who will be adversely affected.

The GRG consider 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.

3.11 The CIA is able to pursue its commercial ambitions, to the detriment of residents in the noise affected area, without those residents having recourse for financial loss and negative impacts on lifestyle, suffered as a result of the CIA's commercial expansion.

The GRG notes that in pursuit of its operating objectives the CIA may adopt operational practices that impose "externalities" on other members of the community, who have little of no opportunity to influence the CIA's conduct.

The GRG acknowledges that the directors of the CIA operating company have a duty to maximize the wealth of their investors so that while the CIA must operate within the constraints placed on it by Government legislation it will pursue strategies that achieve this fundamental financial imperative.

The GRG notes therefore, that choices made by the CIA in relation to its operations will ultimately be determined by commercial, not community, considerations, unless the CIA is constrained by legislation. Put another way, the GRG expect that where there is a conflict between its own commercial interests and the interests of other members of the community, the CIA will always act to further its own commercial interest, and not in the community's best interests unless forced to do so.

The GRG considers that it is totally inequitable for a private company to be allowed to unilaterally impose significant negative externalities on a large number of residents.

The establishment of the HNC is an example of an operational strategy that imposes externalities on members of the community. While the HNC and noise abatement procedures protect the bulk of the community from the adverse impacts of aircraft noise, it does so at the expense of the thousands who live in or near the HNC. While the CIA purports to have engaged in community consultation about the HNC, to our knowledge no GRG members have had any

contact from the airport alerting them to the fact that the introduction of the HNC will materially adversely impact their quality of life.

The GRG again notes that the CIA has confirmed that it has NOT conducted an analysis of the social or economic costs to the Noise Effected Residents¹⁸.

4.0 Conclusions

The GRG considers that:

- The CIA is duty bound to directly and proactively consult with those residents likely to be negatively impacted by the CIA's plans.
- The CIA has not fulfilled its obligations to consult with the community as it has not properly consulted with all affected sections of the community.
- In view of the absence of past consultation, decisions already taken by the CIA and approved by the Commonwealth that adversely impact on residents should be reopened for discussion and review.
- The Commonwealth should not accept that the CIA has effectively consulted with the community unless representatives from all affected communities provide written confirmation to that effect.
- The CADMP materially understates the levels of aircraft noise experienced in the noise affected area.
- The implication (in the CADMP) that aircraft noise is predominantly limited to the proposed HNC is untrue.
- The CIA has attempted to depict a noise environment that supports their commercial intentions while the reality is that the true footprint currently experienced by the community well exceeds the CIA claims.
- If the CADMP is to offer valuable information for the purposes of assessing the impacts of proposed developments a truly independent noise survey needs to be conducted across Canberra and the noise affected area over an extended period of time and a fresh Single Noise Event contour map produced.
- The GRG considers that the increased concentration of aircraft noise, increased frequency of noise events and implementation of 24 hour operations will materially and adversely impact the quality of life enjoyed by around 2,000 to 3,000 residents living in the noise affected area.
- The proposed noise abatement area changes will further concentrate aircraft related pollution on the 2000 to 3000 residents living in the noise affected area and this is unjust and inequitable.
- The imposition of intrusive noise between 11pm and 6am is inconsistent with established community standards.

¹⁸ Confirmation provided by Mr. Noel McCann during the community awareness meeting convened by Mr. Shane Rattenbury, MLA, Thursday 30 April.

- The CIA considers that it is unacceptable to build new residences in the HNC, but at the same time is seeking to implement changes to its operations that will expose existing residences in and adjacent to the HNC to unacceptable levels of aircraft noise. This reflects the fact that the CIA is motivated entirely by its commercial considerations and is unwilling to recognise the negative impacts its operations have on members of the community.
- Many homes in the noise affected area were constructed prior to QCC's adoption of AS2021-2000 and are not sufficiently insulated against aircraft noise, nor have air conditioning systems that allow windows to be closed in summer. Residents in the noise affected area now find themselves exposed to increasing levels of noise pollution while their homes are not properly insulated to deal with that pollution.
- The cost of insulating existing homes in the noise affected area is likely to be very significant and it is unfair to expect residents to bear these costs given that they had no say in the imposition of the noise pollution.
- The increased air traffic volumes anticipated by the CADMP will increase exposures to aircraft emissions and further negatively impact the quality of drinking water sourced from rooftops of residences in the vicinity of the approach and departure flight paths.
- Increased pollution associated with implementation of the CADMP will materially and increasingly adversely affect property values in the noise affected area.
- The commercial assumptions on which the CADMP is based appear to be inaccurate, incomplete and illogical and constructed to present as strong an argument as possible for the potential "social and economic benefits" associated with the CIA's planed expansion.
- Adoption of the CADMP would place the NSW government in the position of being dictated to by a privately owned ACT company.
- The CIA requirement for a change in zoning is contrary to the constitutional rights and responsibilities of the NSW government. Indeed, the direct pressure the CIA proposals place on government planning processes and the rights of existing residents counters the common law rights of those residents.
- An independent study must be undertaken to assess the likely social and economic impact adoption of the CIA CADMP is likely to have on residents in the noise affected area.
- Adoption of the CADMP will unilaterally impose material externalities (i.e. in the form of the lifestyle and financial impacts detailed above) on residents in the noise affected areas and that this is totally unjust.
- The GRG considers that the externalities imposed by the CIA must be avoided through the adoption of noise sharing, a noise curfew and through the use of modified flight paths.

5.0 Contacts for further information

The following members of the GRG may be contacted in relation to this submission.

Mr. Dirk Navara	02 6299 5353
Ms. Kerrie Westcott	02 6299 0173
Ms. Melinda Roughsedge	02 6299 0678
Mr. Tim Drown	02 6299 0915
Mr. Richard Nivan	0419 426 914
Mr. Mick Krzeminski	02 6299 4609

The GRG notes that in accordance with the requirements of Subsection 79(2) of the *Airports Act 1996* the Canberra International Airport (CIA) is required to provide a copy of these comments, along with a summary of these comments, to the Hon. Anthony Albanese MP, Minister for Infrastructure, Transport, Regional Development and Local Government.



(Original signed)

Mr Dirk Navara
Googong Residents Group

PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
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We the residents of the Googong, Fernleigh Park, Little Burra, Mount Campbell and Royalla areas in the Queanbeyan region, are currently suffering most of the effects of aircraft noise on behalf of the whole Canberra/Queanbeyan community.

What is proposed?

The Canberra International Airport's 2009 draft policy includes recommendations to create;

- the introduction of International flights (including 747 aircraft etc);
- a 24 freight hub for Canberra;
- a venue to take the air traffic overflow from Sydney Airport; and
- a flight curfew, but only over the areas which are currently designated as 'noise abatement areas'.

What will be the effects for us?

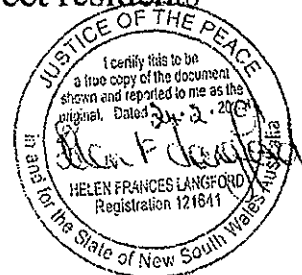
The ramifications of this policy for us if implemented, is that;

- there will be no curfew introduced whatsoever over areas now deemed to be 'a high noise corridor', which is where we currently reside; and
- the number of aircraft flying directly over us will not only increase drastically, but flights will be taking off and landing 24 hours a day.

We, the undersigned, therefore support the immediate re-introduction of both a noise sharing policy, and that a curfew be introduced to the Canberra International Airport so we may enjoy the same quality of life as other Australians. We should not have to be the select residents who are burdened with the majority of aircraft noise.

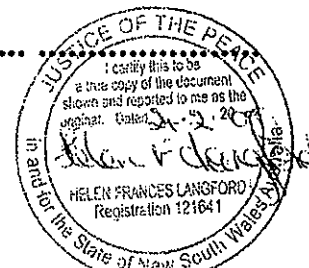


- 8 MAY 2009



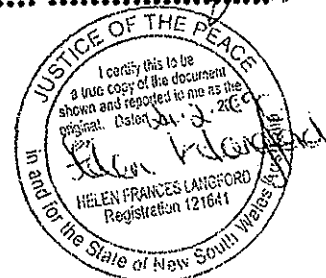
PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA INTERNATIONAL AIRPORT

Name	Address	Signature
DAVID KEEN	22 GOODSIR PL CHISHOLM	<i>[Signature]</i>
MATT KEEN	22 Goodsir Pl Chisholm	<i>[Signature]</i>
HEIKO THAUER	22 HORTON ST ^{KATIBAKI} CHISHOLM	<i>[Signature]</i>
KEN DARLING	1332 OLD COOMA RD	<i>[Signature]</i>
TROY BIRMINGHAM	6/2 Booth st OBN	<i>[Signature]</i>
Rohan MacLean	55 thoroughbred dr Royalla	<i>[Signature]</i>
KERRIE LUAS	12 BAGSHAW PL BONGHONG	<i>[Signature]</i>
KALING SIBOURATH	6 DENNING PL MCKELLAR	<i>[Signature]</i>
MARTIN LUAS	34 DERRINGTON CAES ^{Bonghong}	<i>[Signature]</i>
Wendy Lynch	1324 Old Cooma Rd OBN	<i>[Signature]</i>
Jeanette Guglielmin	360 Fernleigh Drive Gungahlin	<i>[Signature]</i>
Daniela DalCorto	54 Booth Rd Royalla	<i>[Signature]</i>
Dirk Navara	1330 Old Cooma Rd Gungahlin	<i>[Signature]</i>
Leonie Navara	1330 Old Cooma Rd	<i>[Signature]</i>
MURRAY INGRAM	11 Lienhop St THEODORE	<i>[Signature]</i>
Bernadette Slater	11 dienhop St Theodore	<i>[Signature]</i>
Jacqueline Slater	151 Dumas st McKellar	<i>[Signature]</i>
Kurtis Zapasnik	151 Dumas st McKellar	<i>[Signature]</i>
Nicola Slater	24 Macleay St Turner	<i>[Signature]</i>
Christopher Slater	24 Macleay St Turner	<i>[Signature]</i>



PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA INTERNATIONAL AIRPORT

Name	Address	Signature
Melinda Dwyer	135 Cavanagh Close Fernleigh Park	M. Dwyer
Paul Dwyer	135 Cavanagh Cl Googong	
CHARLIS VICE	359 FERNLEIGH DR FERNLEIGH PARK	(CV)
Lachlan Tabair	34 Swan drive fernleigh park	
Amy Dwyer	135 cavanagh cl Googong	A Dwyer
Alison Archibald	359 FERNLEIGH DR FERNLEIGH PARK GOOGONG	
Mick Maxmanon	275 Swan Drive Googong	
N. KONTIS	55 CAVANAGH CL. GOOGONG	N Kontis
T. Kontis	55 Cavanagh cl. Googong	T Kontis
Chris Kenyon	136 Cavanagh Close	Chris Kenyon
Anthea Kenyon	136 Cavanagh Close	Anthea Kenyon
John PLS	132 CAVANAGH CLOSE	John PLS
M. Erland	119 Cavanagh Close	M. Erland
R & C. CORSINI	106 CAVANAGH CLOSE GOOGONG	R & C Corsini
B & L CARBONE	84 Cavanagh Close GOOGONG	B & L Carbone
BEN BOYTON	76 CAVANAGH CL GOOGONG	Ben Boyton
KAREN BOYTON	76 CAVANAGH CL GOOGONG	Karen Boyton
JO MORGAN	1090 Old Cooma Rd Royalla	Jo Morgan
ANTONY MIKULIC	96 REDFOX PLACE ROYALLA	Antony Mikulic
HELEN ALEXANDER	94 REDFOX PLACE, ROYALLA	Helen Alexander



PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
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FENLEIGH PARK

Name	Address	Signature
P. Serafin	133 Cavanagh Close	P Serafin
L. Serafin	133 Cavanagh Close	L Serafin
A. Serafin	133 Cavanagh Close	A Serafin
Kilworth	16 Gibbs Place	Kilworth
Tom Ebsworth	16 Gibbs Place	Tom Ebsworth
Lyne Pollock	14/19 Old Coom Rd	Lyne Pollock
Anne Hartigan	36 Little Burr Rd	Anne Hartigan
Pat Stalley	1419 Old Coom Rd	Pat Stalley
D. Burt	Boccarda Road JERRABONGERRA	D. Burt
R. Hartley	270 FENLEIGH DVE	R. Hartley
P. HARTLEY	270 Fernleigh Dve	P. HARTLEY
E. Jenkins	321 Fernleigh Dr	E. Jenkins
G. Dawling	321 fernleigh Drive	G. Dawling
A. CHATTON	360 FENLEIGH DR	A. CHATTON
K. Whyte	361 Fernleigh Dr	K. Whyte
K. Whyte	361 FENLEIGH DR	K. Whyte
ALISON ARCHBOLD	359 FENLEIGH DR	ALISON ARCHBOLD
Chris Forsyth	327 Fernleigh Dr Gungahlin	Chris Forsyth
Paul White	327 Fernleigh Dr Gungahlin	Paul White
Sharon Pratt	318 Fernleigh Dr, Gungahlin	Sharon Pratt

JUSTICE OF THE PEACE
I certify this to be a true copy of the document shown and reported to me as the original. Dated 24. 1. 2009
Helen Frances Langford
Registration 121641
In Peace for the State of New South Wales
3

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Name Address Signature p 5

MARIA M. HALL 114 Swan Dr GBN 2620 Maria M. Hall

Graham Wadwell 135 SWAN DR GOOGONG G. Wadwell

Debbie Wadwell 135 Swan Dr Googong D. Wadwell

Mikie Brady 140 Swan Dr Googong NSW Mikie Brady

Monica Brady 140 Swan Dr Googong NSW Monica Brady

Jadeyn Ollerenshaw 146 Swan Dr Googong J. Ollerenshaw

Kathy Ollerenshaw 146 Swan Dr Googong K. Ollerenshaw

Sara Ollerenshaw 6 Nealie Pl, Rivett ACT Sara Ollerenshaw

Jann Ollerenshaw 15 Ulm St, Scollin J. Ollerenshaw

Jean Williams 9 Hillcrest Yl Pagi J. Williams

India Ollerenshaw 10 Warrago Ct Kaban I. Ollerenshaw

Jennifer Ollerenshaw 159 Millynn Rd Dymally J. Ollerenshaw

GROSS THOMPSON 19 Ruby St Mango Hill Gwy 4509 G. Thompson

Jaysen Ollerenshaw 10 Warrago Ct Kaban J. Ollerenshaw

Lyn Houben 19 Ruby St mango hill 4509 L. Houben

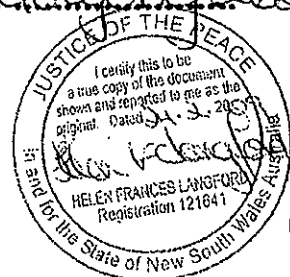
Hugh Ollerenshaw 6 Meale Pl Rivett H. Ollerenshaw

POWELL 159 Millynn Rd Dymally P. Powell

VICKI GILLIGAN 167 SWAN DR GOOGONG V. Gilligan

ANDREW GUNN 167 SWAN DR GOOGONG A. Gunn

Deborah Shaw 167 Swan Drive Googong 2620 D. Shaw



(A)

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FENLEIGH PARK

Name

Address

Signature

Page 4

Neil Solman 77 Swan Drive Fernleigh Park GOOGONG 

Silvano Rech 92 Swan Drive GOOGONG


Joabe Rech

Kaleb Rech

Simone Rech

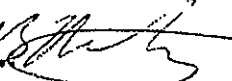
YASLA Rech

Carlsson Rech

 101 Swan Dr GOOGONG NSW.

James (ROB JAMES) 113 SWAN DR. GOOGONG NSW James

Wanda James " 

Brett Armstrong 137 Swan Dr Googong NSW 

Catherine Armstrong "

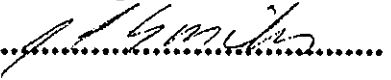
Tyranny Schubert 151 Swan Dr Googong NSW

Gary Sweeney 166 Swan Dr Googong NSW

Gaye Sweeney ✓ ✓ ✓ ✓ ✓

James Sweeney ✓ ✓ ✓ ✓ ✓

Benjamin Sweeney ✓ ✓ ✓ ✓ ✓

 164, SWAN DRIVE

J. J. SMITH 164, SWAN DRIVE

E. S. SMITH 164, SWAN DRIVE



(5)

PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
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Name	Address	Signature	3
ALISON RAAPPANA	28 Beatty Pl Fernleigh Park	[Signature]	
SHAWN WAIVE	17 BEATTY Pl Fernleigh Park	[Signature]	
Jodie Wilson	17 Beatty Place Fernleigh Park	[Signature]	
RICK & KERRIE NIVEN	15 BEATTY PLACE FERNLEIGH PARK	[Signature]	
Cary Alexander	27 swan drive fernleigh park	[Signature]	
Michael Alexander	27 swan drive fernleigh park		
Anne Trahair	34 Swan Drive Fernleigh Park		
Lachlan Trahair	34 Swan Drive Fernleigh Park		
Daniel Maher	48 swan Drive Fernleigh Park		
Terry Maher	48 swan Dr fernleigh park.		
Phillip Maher	48 swan Dr Fernleigh park		
Jennifer Maher	48 swan Drive Fernleigh park		
Anthony Maher	48 swan Dr Fernleigh park		
GERARDINE DARY	50 swan Dr Fernleigh Park GOOGONG		
Terry Armstrong	56 Swan Dr Googong		
Troy Armstrong	56 swan Dr Googong		
Justine Nicholson	91 Fernleigh drive Googong	[Signature]	
JULIE ARMSTRONG	56 Swan Dr Googong		
Michael Maher	71 Swan Drive Googong		
Julie Solman	77 Swan Drive Fernleigh Park GOOGONG	[Signature]	



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FENLEIGH PARK

Name	Address	Signature
Dobbie Collier	298 Fernleigh Drive	[Signature]
Garry Collier	298 Fernleigh Drive	[Signature]
Mary Brooks	315 Fernleigh Drive	Mary Brooks
MALCOLM BROOKS	315 Fernleigh Drive	M Brooks
ROSEMARY HELMERS	334 FERNLEIGH DR	[Signature]
DAVID HELMERS	334 FERNLEIGH DR	[Signature]
Louise Davies	318 Fernleigh Dr	[Signature]
Bruce Davies	318 Fernleigh	[Signature]
Georgie Davies	318 Fernleigh	[Signature]
Louis Davies	318 Fernleigh	[Signature]
Rianna Ashby	318 Fernleigh	[Signature]
Talisha Khan	318 Fernleigh	[Signature]
Mick Doyle	18 BEATTY PL	[Signature]
Chris Dale	27 Fernleigh Drive	[Signature]
ANGELA DOYLE	91 WALLER Cres CAMDBELL	[Signature]
Amanda DOYLE	18 Beatts Pl. Gungahlin	[Signature]
Rosney Dale	27 Fernleigh Dr QUEANBEYAN	[Signature]
MARK ROSENFELD	22 BEATTY PL GUNGONG	[Signature]
NOLA ROSENFELD	22 BEATTY PL GUNGONG	[Signature]
JESSICA RAAPPANA	28 BEATTY PL GUNGONG	[Signature]



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Name FENLEIGH PARK Address Signature PAGE 1

P. McInnes 5 Fernleigh Dr P. McInnes

K. Brice 33 Fernleigh Dr ~~KB~~

P. NICHOLSON 91 FERNLEIGH DR. ~~P. Nicholson~~

L. Thomas 98 FERNLEIGH DR L. Thomas

T. Thomas 98 FERNLEIGH DR T. Thomas

B. Ryan 100 Fernleigh Dr B. Ryan

N. HARRIS 121 FERNLEIGH DR N. Harris

ANTONIO VAVINHA 126 " Antonio Vavinha

PETER WALLACE 168 Fernleigh Dr Peter Wallace

Pana Thorp 174 Fernleigh Dr Pana Thorp

Nigel Harding " Nigel Harding

Jason Turner 197 Fernleigh Dr Jason Turner

Sarah Stevens 197 Fernleigh Dr Sarah Stevens

Susan Turner 197 Fernleigh Dr Susan Turner

Robyn 275 " Robyn

..... 275 "

ROGER DACE 277 FERNLEIGH DRIVE Roger Dace

Susan DACE " Susan Dace

S. Pitt 288 Fernleigh Drive S. Pitt

Robert Harvie 297 Fernleigh Dr Robert Harvie

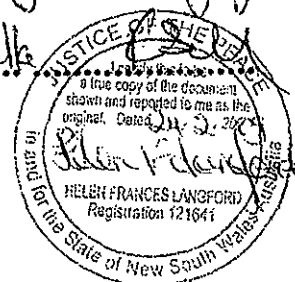
Barbara Harvie " Barbara Harvie



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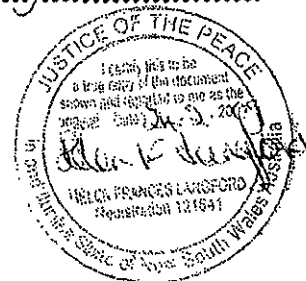
PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
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Name	Address	Signature
Cheryl Mikulic	96 Redbox Pl Royalla	C. Mikulic
Morgan Mikulic	96 Redbox Pl Royalla	M. Mikulic
Lewis Mikulic	96 Redbox Pl Royalla	Lewis
Thomise Muddford	58 Redbox Pl Royalla	Thomise
Michael Muddford	58 Redbox Pl Royalla	Michael
Mathew Bennett	73 Redbox pl Royalla	Mathew
Shane Owen	78 Redbox Pl	Shane
Rob Saarinen	34 Saddle Pl Royalla	Rob
Arid de Moniel	34 Fox Road Royalla	Arid
Rachel Davies	34 Fox Road Royalla	Rachel
Linton Wilson	182 VALLEY DR. ROYALLA	Linton
SALLY WILSON	182 VALLEY DR. ROYALLA	Sally
Roulo Navot	161 Valley Dr Royalla	Roulo
MARC HUNNIFORD	38 SHERWOOD PL ROYALLA	Marc
Wal Hick	44 SHERWOOD PL ROYALLA	Wal
JANE HICK	44 SHERWOOD PL ROYALLA	Jane
John Gray	#60 Sherwood Pl Royalla	John
Sandra Gray	60 Sherwood Pl Royalla	Sandra
Danny Gray	60 Sherwood Pl Royalla	Danny
Samantha Gray	60 Sherwood Pl Royalla	Samantha
Terry Sullivan	188 Valley Dr Royalla	Terry



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Name	Address	Signature
JOHN SHAW	167 SWAN ^{GOOGONGA} DRIVE	<i>[Signature]</i>
GEORGE STEEL	10 SWAN DRIVE	<i>[Signature]</i>
PAT STEEL	10 SWAN DRIVE ^{FRANKLIN COOLAH}	<i>[Signature]</i>
ERIC WILLIAMS	10 GIBBS PL GOOGONG	<i>[Signature]</i>
GABRIELLE WILLIAMS	10 GIBBS PL GOOGONG	<i>[Signature]</i>
IAN KUMMER	11 GIBBS PL GOOGONG	<i>[Signature]</i>
Colin Kesteven	11 Gibbs Pl Coogong	<i>[Signature]</i>
Ken Wauson	23 GIBBS PL GOOGONG	<i>[Signature]</i>
DAVE LOWELL	33 GIBBS PL GOOGONG	<i>[Signature]</i>
Sue Powell	33 Gibbs Place Fernleigh Park	<i>[Signature]</i>
Maree Brown	32 Gibbs Place Fernleigh Park	<i>[Signature]</i>
Marina Pratecina	78 Fox Rd Royalla N.S.W	<i>[Signature]</i>
Anna Pratecina	78 Fox Rd Royalla N.S.W	<i>[Signature]</i>
CHAK PARKER	31 Redbox Pl Royalla NSW	<i>[Signature]</i>
Anthony Willing	32 Redbox Pl Royalla	<i>[Signature]</i>
GEORGE WILLING	36 REDBOX PL ROYALLA	<i>[Signature]</i>
Sharon Russell	32 Redbox Place Royalla NSW	<i>[Signature]</i>
ROSEANNE PARKER	31 Red Box PL Royalla NSW 2620	
Matthew Bennett	38 Redbox PL Royalla NSW 2620	
Sandra Bennett	38 Red box PL Royalla NSW 2620	



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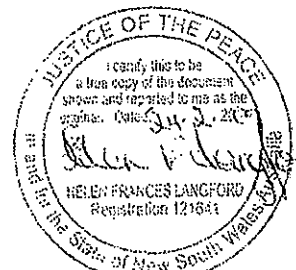
PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA INTERNATIONAL AIRPORT

Name	Address	Signature
Judi Drown	33 Beatty Pl Coogong	<i>Judi Drown</i>
Tim Drown	" " "	<i>Tim Drown</i>
NADIA CALBERTADO	37 Beatty Pl Coogong	<i>N. Calbertado</i>
KEITH DICKSON	38 BEATTY GOOGONG	<i>Keith Dickson</i>
JILL DICKSON	38 BEATTY GOOGONG	
Julia Peric	37 Swan Dr Coogong	<i>Julia Peric</i>
MIAO PEARLE	37 SWAN DR. Coogong	<i>Miao Pearle</i>
Colin PERRY	75 SWAN Coogong	<i>Colin Perry</i>
SUNE PERRY	75 SWAN DR GOOGONG	<i>Sune Perry</i>
Francis Ferreira	80 Swan Drive Fernleigh Park	<i>Francis Ferreira</i>
Rui Ferreira	80 Swan Drive Fernleigh Park	<i>Rui Ferreira</i>
Sandra Da Vinha	126 Fernleigh Dr Fernleigh Park	<i>Sandra Da Vinha</i>
Andre Ferreira	80 Swan Drive Fernleigh Park	<i>Andre Ferreira</i>
ORLANDO FERREIRA	" " " "	<i>Orlando Ferreira</i>
Maria Mercedes	" " " "	<i>Maria Mercedes</i>
Rebecca Drown	33 Beatty Pl Fernleigh	<i>Rebecca Drown</i>
Emily Drown	33 Beatty Pl Fernleigh	<i>Emily Drown</i>
Kate Rosewan	104 Swan Drive	<i>K. Rosewan</i>
Matt Dolme	106 Swan Drive	<i>Matt Dolme</i>
WILLIAM HALL	114 SWAN DR.	<i>William Hall</i>



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Name	Address	Signature	RS
S Aksila	3 Station Ridge Royalla	[Signature]	
H Casey	29 Thoroughbred Dr Royalla	[Signature]	
A. CASEY	24 Thoroughbred DR Royalla	[Signature]	
A. McINNES	56 THOROUGHREDS DR ROYALLA	[Signature]	
B. ROBINSON	70 THOROUGHREDS DR ROYALLA	[Signature]	
B. McINNES	12 Valley Pl. Githin	[Signature]	
P Thomas	21 Road A Royalla	[Signature]	
L. ROBINSON	70 THOROUGHREDS ROYALLA	[Signature]	
V. LLOYD	98 THOROUGHREDS ROYALLA	[Signature]	
P. STYLES	264 VALLEY DR ROYALLA NSW	[Signature]	
J. Styles	264 Valley Dr. Royalla NSW	[Signature]	
C Brown	41 Riordan St, Fadden	[Signature]	
J. Carter	29 Fox Rd Royalla NSW 2620	[Signature]	
D. CARTER	29 FOX RD ROYALLA NSW 2620	[Signature]	
R + P Marti	77 Fox Rd Royalla NSW	[Signature]	
Patricia Mackay	77 Fox Rd Royalla NSW	[Signature]	
Reisha Stepek	86 Fox Rd Royalla NSW	[Signature]	
ZEL STEPEK	86 Fox Rd ROYALLA NSW	[Signature]	
Ante Pratezina	78 FOX Rd Royalla N.S.W	[Signature]	
Mate Pratezina	78 Fox Rd Royalla N.S.W	[Signature]	



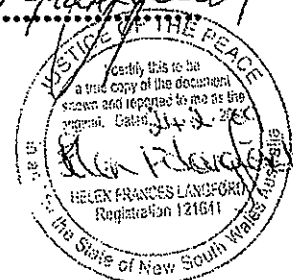
PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA INTERNATIONAL AIRPORT

Name	Address	Signature	R4
J.F. DENNY	198 SETTLERS PL ROYALLA	J. Denny	
K.M. BURKE	402 ROYALLA DRIVE ROYALLA	K. Burke	
J. A. Burke	402 Royalla Drive Royalla	Burke	
A.V. Slatyer	425 Royalla Drive Royalla	A. Slatyer	
C Slatyer	425 Royalla Dr. Royalla	C. Slatyer	
D Romer	410 Royalla Dr Royalla	D. Romer	
J Wallace	59 Whispener Pl Royalla	J. Wallace	
A Finch	80 whispener pl	A. Finch	
M ROSE	33 WHISPERER PL	M. Rose	
A LLOYD	370 ROYALLA DR ROYALLA	A. Lloyd	
A McKinnie	350 Royalla Dr	A. McKinnie	
K Riley	350 Royalla Dr	K. Riley	
C. Riley	350 Royalla Dr	C. Riley	
B CUMMINGS	20 HILL RD ROYALLA	B. Cummings	
Pat Cummins	20 Hill Rd Royalla	Pat Cummins	
D. Martinello	59 Hill Road Royalla	D. Martinello	
C Martinello	59 Hill Road, Royalla	C. Martinello	
E Martinello	59 Hill Road Royalla	E. Martinello	
N MARTINELLO	59 HILL ROAD ROYALLA	N. Martinello	
G Aksela	3 Station Ridge Royalla	G. Aksela	



PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA INTERNATIONAL AIRPORT

Name	Address	Signature R 3
Brett Arnold	23 Hill Rd Royalla	[Signature]
Margaret Nugent	36 Hill Rd Royalla	[Signature]
Brian Keech	58 Hill Rd Royalla	[Signature]
SALLY KEECH	58 HILL RD ROYALLA	[Signature]
JASON FORD	114 Royalla Dr Royalla	[Signature]
JOHN WORTHY	8 McDonald Rd Royalla	[Signature]
RICHARD JAMES	21 McDonald Rd Royalla	[Signature]
Maria James	21 McDonald Rd	[Signature]
Liberty Kenning	21 McDonald Rd	[Signature]
Anne Swan	36 McDonald rd	[Signature]
WAYNE HARRIMAN	36 McDONALD RD	[Signature]
SINISUA STANKOV	87 ROYALL DR ROYALLA	[Signature]
DAVID BELLEW	22 Tree Rd Royalla	[Signature]
Lachlan Bellew	22 Tree Rd Royalla	[Signature]
Breanna Bellew	22 Tree Rd Royalla	[Signature]
Portia Bellew	22 Tree Rd Royalla	[Signature]
L Dal Cortivo	54 Booth Rd Royalla	[Signature]
D. Dal Cortivo	54 Booth Rd Royalla	[Signature]
C. Reid	120 Thoroughbred Dr Royalla NSW	[Signature]
J O'Farrell	120 Thoroughbred Dr Royalla	[Signature]



PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
INTERNATIONAL AIRPORT

Name	ROYALLA Address	Signature R 2
Fiona Haran	136 Settlers rd Royalla	[Signature]
CRANK LESANOV	90 settlers Rd Royalla	[Signature]
Leanne Bowerman	47 settlers Rd Royalla	[Signature]
Patricia Bowerman	" " "	[Signature]
Kristin Brown	46 Settlers Rd Royalla	[Signature]
Michael McElroy	46 Settlers Rd Royalla	[Signature]
Elena Yorgova	37 Settlers Royalla	[Signature]
Hayden Jones	32 Settlers RD ROYALLA	[Signature]
ELINDA VANDORMER	351 ROYALLA DR ROYALLA	[Signature]
JONATHAN MACLEAN	55 THOROUGHBREDRIVE ROYALLA	[Signature]
ROBERT LINGRAM	172 ROYALLA DR ROYALLA	[Signature]
Sue INGRAM	172 Royalla Dr Royalla	[Signature]
ROBERT R. INGRAM	172 Royalla Dr Royalla	[Signature]
Jackie Rogell	158 Royalla Dr Royalla	[Signature]
CRANK OWEN	155 Royalla Dr Royalla	[Signature]
Mallory Owen	155 Royalla Dr Royalla	[Signature]
Tyler Owen	155 Royalla Dr Royalla	[Signature]
MARC DONOHUE	152 ROYALLA DR ROYALLA	[Signature]
Tania Donohue	152 Royalla Dr Royalla	[Signature]
Ellie Donohue	152 Royalla Dr Royalla	[Signature]



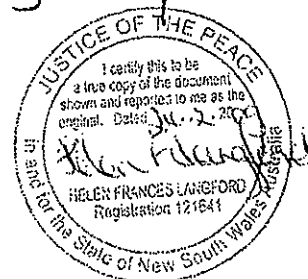
PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
INTERNATIONAL AIRPORT

Name	Address	Signature	R.I.
C BIRNIE	ROYALLA 41 MIDLOCHNESS RD ROYALLA	<i>[Signature]</i>	
K. Haynes	46 Thoroughbred Drive	<i>[Signature]</i>	
S. Haynes	46 Thoroughbred Drive	<i>[Signature]</i>	
C STEVENS	19 ESTATE VW		
M. DAVE	19 ESTATE VW	<i>[Signature]</i>	
JENNY	26 ESTATE AV	S. HERRIC	
SNEZANO	26 ESTATE AV	<i>[Signature]</i>	
Vanhook	19 FARMER RD	<i>[Signature]</i>	
S. STURM	21 Roper Pl	<i>[Signature]</i>	
J. Clarence	9 Roper Pl, Royalla	<i>[Signature]</i>	
K Lopez	161 Settlers Rd Royalla	<i>[Signature]</i>	
P. LOPEZ	161 Settlers Rd Royalla	<i>[Signature]</i>	
M Stewart	146 Settlers rd Royalla	<i>[Signature]</i>	
L. Stewart	146 Settlers Rd Royalla	<i>[Signature]</i>	
J. BERLIS	11 EUCALYPT PL. PLACE ROYALLA	<i>[Signature]</i>	
T. Berl is	11 Eucalypt Pl. Royalla	<i>[Signature]</i>	
L Williams	61 Eucalypt Pl Royalla	<i>[Signature]</i>	
J. CAINE	60 Eucalypt Pl Royalla	<i>[Signature]</i>	
K. GAY	60 Eucalypt Pl Royalla	<i>[Signature]</i>	
W. Noad	40 Eucalypt Pl Royalla	<i>[Signature]</i>	



PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
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Name	Address	Signature
MT CAMPBELL		2
Frank Staltari	16 SHILLINGTON	<i>Frank Staltari</i>
	19 SHILLINGTON	
Alan TOOMEY	29 SHILLINGTON AVE	<i>Alan Toomey</i>
Roslyn Toomey	29 SHILLINGTON AVE	<i>Roslyn Toomey</i>
N. B. 426	37 Shillington Ave	<i>N. B. 426</i>
TENNY MASZARO	44 Shillington Ave	<i>T. Maszaro</i>
PAUL SCREWALE	42 SHILLINGTON AVE	<i>Paul Screwale</i>
	O'MALLEY PL	
P. & M. Donika	30 O'Malley Place	<i>P. Donika</i>
A & M. DANCE	9 O'Malley Pl	
R. & M. JARIN	17 O'Malley Pl	
ALM DE JONG	16 O'MALLEY PL	
C. E. SMITH	12 O'MALLEY PL	
Inge Kent	8 O'Malley Pl Googong	
Abby McPherson	7 Staunton Pl Googong	<i>Abby McPherson</i>
LEE BURUS	10 Staunton Pl Googong	<i>Lee Burus</i>
BENE HEALEY	50 Lynch Av. Googong	<i>Bene Healey</i>
MELVA HEALEY	50 LYNCH A Googong	<i>Melva Healey</i>
Chloe Pagan	19 O'Malley Pl Googong	<i>Chloe Pagan</i>
Kari-Anne Full	19 O'Malley Pl Googong	<i>Kari-Anne Full</i>



PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
INTERNATIONAL AIRPORT

MT CAMPBELL ESTATE

Name	Address	Signature
PHILIP BYRNE	34 EVANS RD	<i>[Signature]</i>
ELLEN HARRIS	31 EVANS rd	<i>[Signature]</i>
KYLIE HAWKINS	56 EVANS rd	<i>[Signature]</i>
N. James P. Johnson	59 Evans Rd	<i>[Signature]</i>
J & E FOSTER	64 Evans Rd.	<i>[Signature]</i>
K.E.V. Vukobratovic	63 EVANS rd 6 STANTON rd	<i>[Signature]</i>
TOBY MURPHY	7 STANTON rd	<i>[Signature]</i>
ELLEN	15 STANTON rd	Eleanor Scriver
IMODOLE	14 Stanton Place	<i>[Signature]</i>
Ben Farinazzo	12 Stanton place	<i>[Signature]</i>
MONICA	8 Stanton	<i>[Signature]</i>
CALIDIA	2 STANTON	<i>[Signature]</i>
T. + J. LORENZEN	9 Lynch av	<i>[Signature]</i>
THEO LAGNER	19 LYNCH AVE	
Franca	23 Lynch Ave	<i>[Signature]</i>
LISA	24 Lynch Ave	<i>[Signature]</i>
	1 SHILLINGTON	
John Kidd	5 SHILLINGTON	<i>[Signature]</i>
	17 SHILLINGTON	



PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA INTERNATIONAL AIRPORT

Name	LITTLE BURRA Address	Signature	3
Blake Potter	35 Beacon PL	Potter	
	28 Beacon PL		
J Westmaas	27 Montague PL	AW	
Kelly Collins	14 Hamilton PRC	Kelly	
	73 Montague PL		
MATT SYMONS	72 Montague PL		
BRENDAN CONNOLLY	15 Mc Cormack PL		
Pike Hogan	7 MCCORMACK PL		
MARK BLUER	26 MCCORMACK PL	Bluer	
	20 Mc Cormack PL		
STEVEN HART	166 Cooke dr		
SHARON SAUNDERS	40 MONTAGUE Ph.		
ROD SAUNDERS	" " " "		
Karen Symonds	72 Montague PL	K Symonds	
	43 Boulder PL		
Mel Hayward	11 Hamilton PI		
	79 Boulder PL		
MARKS PRINCES	46 COOK PL	Langat	

I certify this to be a true copy of the document signed and reported to me as the original.

 Helen Frances Langford

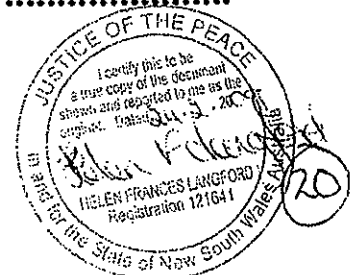
 Registration 121641

 Justice of the Peace, New South Wales

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PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
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Name	Address	Signature	2
Leslie Paton	214 Binowee Dr. Gungahlin	SS Paton	
T. Walmsley	173 Binowee dr	T. Walmsley	
A. AMAREWS Winton	114 Binowee dr	A. Amarews	
G.P. Park	12 Morgan PL	G.P. Park	
	13 Morgan PL		
Orang Scatella	19 Morgan PL		
Rob WEBB	20 Morgan PL	R Webb	
Helen Pangalos	40 Morgan PL	H. Pangalos	
Wendy Newman	78 Binowee Dr	W Newman	
	7 Boulder PL		
Scott Hayward	11 Hamilton PL	S Hayward	
Page 3	14 Hamilton PL		
Michael BRANCH	78 Boulder PL	M Branch	
JOHN SCHWEIKER	62 Boulder PL	J Schweiker	
Penny Baker-Gabb	48 Boulder Place	P Baker-Gabb	
ESK TSIGADAKIS	28 Boulder PL	E Sk Tsigadakis	
	49 Beacon PL		
K. Douglas	48 Beacon PL	K Douglas	
	46 Beacon PL		



PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
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Name	Address	Signature
KAREN MORRIS	67 Cooke dr	<i>[Signature]</i>
NEIL HADDLEN	67 Cooke dr	<i>[Signature]</i>
ANNA SPARROW	81 Cooke dr	<i>[Signature]</i>
ANDREW MARSDEN	95 Cooke dr	<i>[Signature]</i>
Julie Stone	106 Cooke dr	<i>[Signature]</i>
	(123) Cooke	
PETER APPS	128 Cooke	<i>[Signature]</i>
Toni Pennetta	181 Cooke Drive	
B. Layden	182 COOKE DRIVE	
P. HARRISON	187 COOKE DR	<i>[Signature]</i>
C. Fallshaw	197 Cooke Drive	<i>[Signature]</i>
T. ROGERS	8 BINOWEE DR	<i>[Signature]</i>
C. WATKINS	239 BINOWEE DRIVE	<i>[Signature]</i>
S. RUSSO	59 Binowee Dr	LITTLE BURRA
M. GAMES	98 Binowee Dr	Googong
WILDRICE STEVEN	129 BINOWEE DR	LITTLE BURRA
M. WHITE	172 BINOWEE DR	LITTLE BURRA
H. ELLIOT	177 Binowee Dr	Little Burra
	194 Binowee dr	
Rossini Manno	215 BINOWEE DR	LITTLE BURRA

JUSTICE OF THE PEACE
I certify this to be a true copy of the document shown and reported to me as the original. Dated 21/12/2006
[Signature]
HELEN FRANCES LANGFORD
Registration 121641
Magistrate for the State of New South Wales

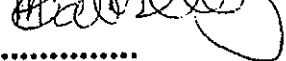
PETITION FOR NOISE SHARING AND FLIGHT CURFEW FOR CANBERRA
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LITTLE BURRA
Address

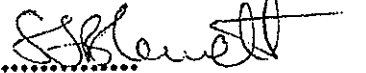
Name


Signature


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Amanda Jason Walmsley 173 Binawsee Dr Gungahlin 


Richard Blewett 98 Royalla Dr Royalla 

Shana Blewett 98 Royalla Dr Royalla 

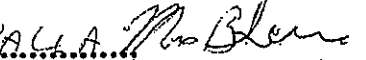
STERN OSHAYON 11 MACKENZIE RD 

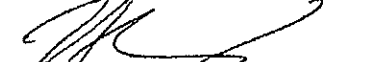
NICOLE CHASE 11 MACKENZIE RD 

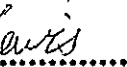
Kayla Sturges 12 Mackenzie rd 

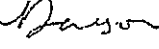
ROBERT STURGES 12 MACKENZIE RD ROYALLA 

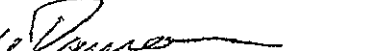
R. BREWER 62 ROYALLA DRIVE ROYALLA

BARBARA LEWIS 7 BOOTH RD ROYALLA 


NEVILLE LEWIS 7 BOOTH RD ROYALLA 


HAYLEY LEWIS 7 Booth rd " Lewis 

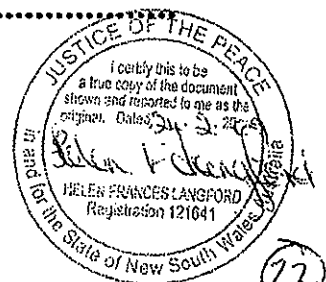
Monica Dawson 13 Booth Rd " M Dawson 

Craig Dawson 13 Booth Rd 

17 Booth Rd. 

Donna Lawrence 17 Booth Rd 

STEVE STAVREAS 1312 Old Cooma Rd Gungahlin 



Garry & Debbie Collier
Googong NSW 2620

Aviation Green Paper
Department of Infrastructure, Transport, Regional Development and Local Government
GPO Box 594
CANBERRA ACT 2601

As new residents of Fernleigh Park, we knew we were purchasing property in a flight path. Now we are shocked to think that in 15 to 20 years time, we may have up to 20 freight flights each day and night flying over our rural property, along with the every day flight traffic. This is documented in the Canberra International Airport's 2009 draft policy, which includes recommendations to create;

- The introduction of International flights (including 747 aircraft etc);
- a 24 freight hub for Canberra;
- a venue to take the air traffic overflow from Sydney Airport; and
- a flight curfew, but only over the areas which are currently designated as 'noise abatement areas'.

The ramifications of this policy for us if implemented, is that;

- there will be no curfew introduced whatsoever over areas now deemed to be 'a high noise corridor', which is where we currently reside; and
- the number of aircraft flying directly over us will not only increase drastically, but flights will be taking off and landing 24 hours a day.

We would like to see in the National Aviation Policy directions that will ensure the Canberra Airport introduce noise sharing and a curfew on late night flights (including freight traffic) before they become a 24 hour operation.

We should not have to be the select few residents for Canberra, who are burdened with the majority of aircraft noise, it is only fair that this be shared over the community. We may then be able enjoy the same quality of life as other Australians, living in rural areas.

Yours truly

Garry and Debbie Collier

18 February 2009