

Submission
No 53

INQUIRY INTO NEW SOUTH WALES PLANNING FRAMEWORK

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Regulation of land use on or adjacent to airports.

The ANEF system, properly applied, is a good land use planning tool that has served the nation well. The system provides protections, and therefore certainty, to stakeholders at all levels - government, local councils, residents, developers, land owners, the building industry and the airports themselves.

However, the process of producing and endorsing ANEFs is 'in house' and lacks impartiality and independence. Airport operators are free to make incorrect and misleading claims and assumptions that are not required to be scrutinised or tested by outside agencies. Airservices Australia merely 'rubber stamps' an airport's ANEF, without checking the veracity of information provided. This 'closed' process can lead to manipulation and abuse of the ANEF system by airports with misguided agendas. An example is Canberra Airport, currently misusing its ANEF in an attempt to restrict legitimate development by Queanbeyan City Council, NSW.

Canberra Airport's ANEF, duly endorsed for 'technical accuracy', is based on grossly overstated aircraft movement projections. Claims of a takeoff and landing every two minutes, every hour, 24 hours a day, every day of the year are plainly absurd. Such a rate of effort is technically, operationally and practically not achievable at a small airport, surrounded by high terrain and prone to fog, that will ultimately be supported by a population of no more than 500,000 people. ANEF calculations also include technically impossible and unsafe procedures like landing in zero visibility (fog), downwind takeoffs and offset approaches that do not, and need not, exist. All of these procedures have not been approved by Airservices Australia, yet the authority has endorsed the ANEF!

Aircraft noise footprints at Canberra Airport are exaggerated and distorted. Alarm bells should be ringing, when a regional airport's ANEF contours are the largest in the country, being significantly larger than Sydney's Kingsford Smith, Australia's biggest and busiest airport.

The credibility of the ANEF system depends on noise contours being based on realistic assumptions. Fanciful assumptions and ANEFs must be tested for accuracy by an independent authority before being incorporated in an airport's master plan.

Kai Hansen