



Jerrabomberra Residents Association Inc.

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ANEF Consultation
Canberra International Airport
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Dear Sir

The Jerrabomberra Residents' Association (JRA) contends that the document on your website with the title "Canberra International Airport Practical Ultimate Capacity ANEF" constitutes a major amendment to the Canberra Airport 2005 Master Plan as it dramatically departs from the current Master Plan.

Our arguments are contained within the attached letter to Minister Mark Vaile.

Yours sincerely

Margot Sachse
23 July 2006



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The Hon Mark Vaile MP
Minister for Transport and Regional Services
Parliament House
CANBERRA ACT 2601

Dear Minister,

Canberra International Airport (CIA) has placed on its website a document with the title "Canberra International Airport Practical Ultimate Capacity ANEF". This is a report by Rehbein AOS Airport Consulting (R-AOS) and has been "prepared for technical readers". Mr Stephen Byron, Canberra Airport Managing Director, claims that it represents "independent analysis" – and this may be so – but any analysis is based on assumptions and projections prepared and supplied by the Airport. The assumptions themselves have not been subjected to independent analysis or challenge as to their validity or credibility. The Report, together with its appendices, runs to over 100 pages, and contains text, maps and tables of information. Mr Byron implies that adoption by Government is imminent. He states that the "Air Services Australia has now advised it is ready for formal endorsement".

It is the view of the Jerrabomberra Residents' Association (JRA) that the Airport proposal and the supporting documentation is such a dramatic departure from the current Master Plan that it must be treated as a "Variation to the Master Plan" – probably a "Major Variation to the Master Plan". The Airports Act 1996 stipulates a process for dealing with Master Plan variations which is not only ignored by the CIA, but is categorically denied. Although inviting comment, in the website release statement Mr Byron says of community consultation in relation to the proposed ANEF "We are not obliged to do so...".

The Canberra Airport 2005 Master Plan has an endorsed figure of 146,159 annual movements for 2025. There is a single reference in the Master Plan to an ultimate capacity figure of 283,000 movements but there is no justification for this figure, other than a reference to the formula used to determine it.

While the 282,120 aircraft movements contained in the R-AOS document is consistent with the 283,000 ultimate capacity in the 2005 Master Plan (which figure was itself seriously challenged during the Master Plan process but remained unaltered upon endorsement), there is a dramatic change in the number of night-time flights, the nature of the flights and the type of aircraft.

The Master Plan contains no reference to passenger flights at night, and the only reference to night-time freight flights is at page 29 where it references 10-14 flights growing at a rate of 1.5%-2% per annum.

By contrast, the R-AOS report at page 14 details 23,846 night freight flights - that is 65 flights per night, and 96,647 night-time passenger flights being 265 flights per night. These flights will include long haul 747 freighters and large international passenger jets arriving and departing at the rate of one every two minutes.

An outcome of this level of aircraft traffic will be a catastrophic impact on the lifestyle of every resident of Canberra and the surrounding region. Residents in high-rise developments at Kingston Foreshore only four kilometres from the airport runway will be constantly blasted by the reverse thrust of the engines of landing jets. In the still night air, characteristic of Canberra, these noise levels will also penetrate the suburbs of Red Hill, Forrest, Campbell, North Canberra and Gungahlin.

In its efforts to stifle and divert community debate on the magnitude of its proposed night-time aircraft movements, CIA has engaged in an expensive public relations campaign on "noise sharing" which it claims will flow from residential development in the Jerrabomberra Valley. As a consequence of the success of this campaign community leaders and the community generally are ignorant of the future impacts of the planned night flights.

This issue alone highlights the need for a major community debate on the airport proposal before it is endorsed by Air Services.

There is another factor which supports the identification of the R-AOS proposal as a Major Variation to the Master Plan. The CIA has made clear its intention to become a 24/7 freight hub and Sydney's second airport. However, it takes over 3 hours to unload and turn around one freighter and about 30 minutes for a passenger aircraft. Taking into consideration the large number of flights predicted in this draft ANEF report and an examination of the proposed infrastructure detailed in the 2005 Master Plan, it is obvious that the airport is incapable of handling the large number of flights under its current configuration. To implement and accommodate changes of this magnitude will require a Major Variation to the Master Plan.

There are two other matters of concern to the JRA.

A 3 degree offset approach (RNP) has been in use at CIA since April 2006. Data from Air Services shows that only 30% of the planes with this technology installed are using this offset approach, whilst 70% are continuing to go down the centre line over Jerrabomberra. The JRA have no reason to doubt that these flight procedures will continue into the future and that this reality is clearly not reflected in the draft ANEF. Furthermore, CIA is proposing a 15 degree offset approach for long haul aircraft which, given the reluctance of pilots to use the 3 degree offset approach, we find it difficult to believe that there would be any greater use of the 15 degree offset than what we see today. This means a significant increase in aircraft noise for Jerrabomberra residents.

A minor variation to the 2005 Master Plan was approved in April 2006. As part of this variation was the desire of CIA to move the threshold for runway 35 back 450metres. The JRA was strongly opposed to this (increase in noise as planes 20 metres lower over Jerrabomberra) and CIA agreed to leave the runway 35 threshold in its current location. This draft ANEF report makes its calculations based on the threshold being moved. Clearly, this is another example of a major amendment to the Master Plan.

In conclusion it is the JRA's position that the information provided in the draft ANEF report is new. The community does not understand the extent of the impact of what is proposed by CIA and thorough community consultation process must be undertaken. It clearly constitutes a major amendment to the current Master Plan, and the JRA seeks an immediate assurance that the Airport application for the new ANEF is handled accordingly.

Yours sincerely

Margot Sachse
President
23 July 2007