



## *Jerrabomberra Residents Association Inc.*

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Dear JRA member

The Canberra International Airport (CIA) has released their draft Practical Ultimate Capacity ANEF (Australian Noise Exposure Forecast) for Canberra airport for 2050.

This document must be produced under Commonwealth law, and covers a variety of technical aspects of the airport's operations. While it is a detailed document, heavy with statistics and industry jargon, there are a couple of points that directly affect Jerrabomberra residents - including our high school. These are:

- The CIA report proposes that by 2050, the airport will have 282,120 flights every year. There are just 71,850 flights per year today. To further put it into perspective, this prediction puts Canberra Airport on par with the frantically busy Gatwick Airport in the UK.
- Both the northern and southern runways will be using the offset approach of 3 degrees (that is referred to technically as the RNP) for take offs and landings.
- The CIA also proposes to have a 15 degrees 'offset approach' for 747 long haul aircraft. This means they will arrive further to the west of Jerra.
- They intend to move the threshold or 'touchdown point' back to the end of the runway, and as a result, planes will be 20 metres lower over Jerrabomberra. Currently CIA has provided the JRA with an assurance that it would remain in its current location.
- The Airport further proposes to have 20 aircraft movements of large freighters or international flights each hour between midnight and 5 am.

I have attached the draft ANEF as it affects Jerrabomberra, supplied by the Canberra airport.

Further details, including the technical report can be found on this link.

<http://www.canberraairport.com.au/anef.htm>

Of great concern is the impact these proposals will have on our community.

**It means that if this is approved by Air Services, that the high school cannot be built inside the blue line (ANEF20) and this has once again stalled the development in the Jerrabomberra Valley that will help deliver important community infrastructure - like the school and aquatic centre.**

Air Services have recently undertaken a summary of the current 3 degrees offset approach (RNP) operations at Canberra Airport. The only planes that have this technology are Qantas 737-800's (ones with their wings tipped up). Virgin has not installed this equipment in their fleet to date.

Here is the link to the report :

[http://www.airservicesaustralia.com/reports/nfpms/2007/rmp\\_0707.pdf](http://www.airservicesaustralia.com/reports/nfpms/2007/rmp_0707.pdf) .

In summary, only 30% of the planes that have this technology use this approach on the southern runway (ie going past Jerra). The majority use the runway centre line over Jerra.

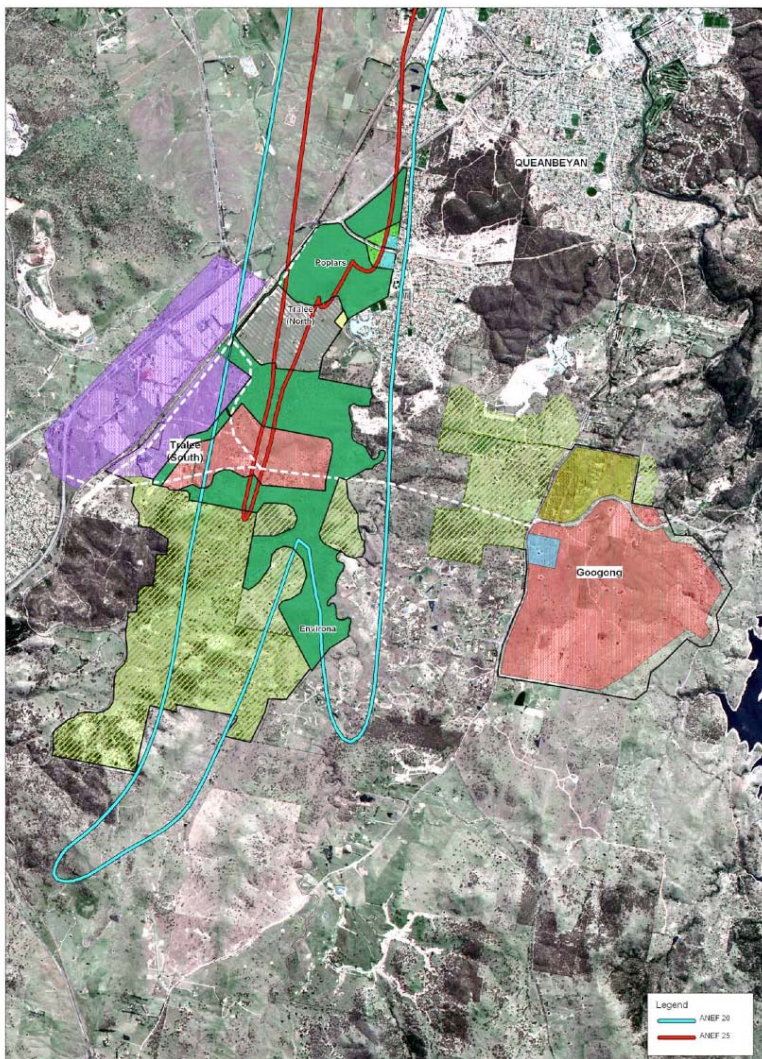
At the Canberra Airport Aircraft Noise Consultative Forum I was told the reason so many planes continue to use the runway centre line is due to safety reasons, based on advice from the Canberra control tower. The planes using this approach on landing are 9 to 10 decibels quieter as they go past Jerra. However, the RNP departure track goes over the western edge of Jerra and the noise is 2 to 3 decibels louder, but around 86% of the planes use this track on departure. Canberra Airport has assured us that Qantas want to move the RNP departure track further west (in line with the non-RNP track).

The JRA will be making a submission to the draft ANEF. We have real concerns regarding the assumptions (the proposed number of flights) that underpin the model as we believe they are over inflated. We are also concerned that given 70% of planes that have the RNP technology continue to use the offset approach over Jerra on the runway centre line, this practice will continue in the future.

Your feedback and comment, as always, is valuable and appreciated.

Margot Sachse

President



New draft Practical Ultimate Capacity ANEF  
over Proposed 2031 Strategy