

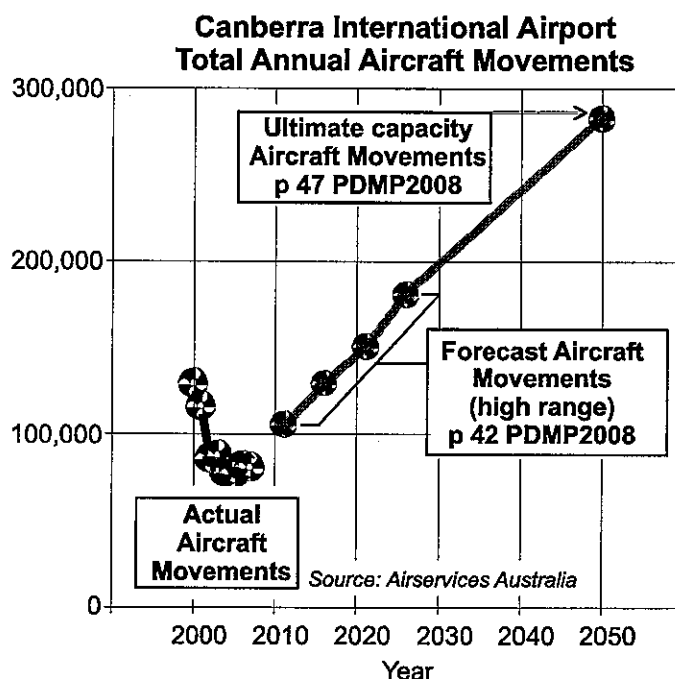
19 June 2008
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Submission
Regarding "Towards a National Aviation Policy Statement"

Addressing Issues Paper 4.2 Key Challenge: Which airports in Australia need to remain curfew free and under what conditions? Can operations at airports be better managed to ensure the community is protected while at the same time providing for night time access?

- (1) As a resident of Canberra, a member of **North Canberra Community Council (NCCC)** and of **Hackett Community Association (HCA)**, I have since 1998 helped to write several detailed submissions to Canberra 'International' Airport (CIA) Draft Master Plans. I have **no evidence whatsoever** that these submissions had any impact on decision-making by relevant authorities.
- (2) The current Preliminary Draft Master Plan (PDMP) reiterates future increases of aircraft traffic at Canberra Airport that have been criticized in detail before as being misleading and driven by wishful thinking. The graph below compares these projections against the actual aircraft movements over the last seven years. Every thinking person has to realize that the basis for CIA planning is utterly unrealistic, especially considering the future challenges of global climate change.



- (3) To end this cycle of self-delusion on behalf of CIA and of misinformation by CIA of the Canberra community, both the community and CIA need **planning security**, which would be best served by imposing a **night-time curfew on Canberra 'International' Airport**. Such a curfew will help CIA to **develop more realistic business models** for the airport and at the same time **protect residents of Canberra and the region from intrusive aircraft noise** and from further master plans that invite us to see the **Emperor's New Clothes**.
- (4) The current business model of CIA, as detailed in the PDMP2008, plans for Canberra Airport (which is an inner city airport) to become **Sydney's Second Airport** and a **Regional and International Freight Hub**. If this business model was allowed to go ahead, CIA in effect (a) would **move the airport closer to residential areas**, as far as noise pollution is concerned; (b) would **import aircraft noise from Sydney** to Canberra; (c) would **undermine Canberra's opportunities to remain a liveable city**; and (d) would **obliterate Canberra's attempts to reduce the city's carbon footprint**.

Jochen Zeil