



OVERNIGHT AIRFREIGHT OPERATORS ASSOCIATION

ABN 84 511 959 136

5 Margaret Bruce Court,
Worongary, QLD. 4213
Tel./ Fax. (07) 5530 4806
e-mail: oaoa@live.com.au

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The Secretary
Department of Infrastructure, Transport,
Regional Development and Local Government
GPO Box 594
CANBERRA
ACT 2601

Dear Sir

Towards a National Aviation Policy Statement.
Safeguarding our Airports and the Communities around them.

It is essential that a National Policy be adopted that controls the land use planning around our Nation's Capital City and major Regional airports if our Airports and the airspace surrounding them are to be safeguarded and at the same time the Communities that live around the airports are also safeguarded.

The Australian Express Freight Industry plays a very important role in the Australian economy by providing a reliable, cost effective, just in time express freight service. This service is utilized by Industry, Commerce, Fisheries and Agriculture, Medical services as well as the General Community across the length and breath of Australia.

To achieve the Industry delivery service standard requires the co-ordination and scheduling of aircraft from all areas across Australia. This enables aircraft from regional and remote areas to link up with the aircraft being utilized on a National network through the mainland capital city airports.

The critical factor in the total Express Freight Network operations is aircraft being able to have access to our nation's airports, twenty four hours per day seven days a week.

Our Capital City Airports and our major Regional Airports are national assets and are essential infrastructure in Australia's continuing economic development. They and the Airspace surrounding them requires to be safeguarded with protection from in appropriate developments that impact on the airport operations and the airspace of flight paths to and from the airports

The co-operation between the Federal and some State Governments and Local Authorities is not working.

To achieve a nation-wide co-operative land use planning approach policy that protects both the operations of airports and the interests of communities surrounding the airports requires co-operation and understanding by all parties concerned.

It only takes one rogue element to prevent the achievement of compatible developments around airports. A good example of this is the recent rezoning of land under the eastern high noise flight path at Canberra Airport for residential purposes.

If such planning approvals continue it will result in calls from the local airport surrounding communities and budding political aspirants for operational restrictions including curfews being placed on airports.

It is agreed that while the ANEF system has served its purpose in the past, it is now not a reliable measure of the community concerns with regards to aircraft noise exposure. There is a perception in the wider community that aircraft noise is supposed to stop at the ANEF contour line as shown on a map.

A full review of the ANEF system and AS2021 as planning guides for land use planning and proposed developments around airports needs to be carried out and appropriate Federal legislation enacted.

The Association believes that the only way to provide consistent safeguards that give protection to our nation's airports in the future is for State governments to refer residential developments within a defined buffer zone to the Commonwealth for approval.

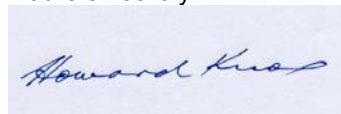
Similar action also needs to be taken to prevent airspace Obstacle Limitation Surface penetration around Airports. The penetration of the OLS has the potential to raise airport operational minimums in bad weather conditions which will result in an increase in the number of missed approaches at the airport concerned.

The Association members are cognizant of the impact aircraft noise has on the communities surrounding airports particularly at night. In this regard the Association has worked with Airservices Australia, airport managements and in consultation with airport communities (through Airport Consultative forums) to develop airport flight paths that minimize aircraft noise impacts especially during the night hours.

To achieve the Industry delivery service standard sought by the Express Freight Industry customers, access to all Australian airports, twenty four hours per day, seven days a week is essential.

If further information is required on any of the issues raised please do not hesitate in contacting the writer on 0409 207 374

Yours sincerely

A handwritten signature in blue ink, appearing to read "Howard Knox", is centered on a light blue rectangular background.

Howard Knox OAM
Executive Director
Overnight Airfreight Operators Association.