

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

HACKETT ACT 2602
23rd June 2008

Submission to the Issues Paper *Towards a National Aviation Policy Statement*

Dear Sir/Madam

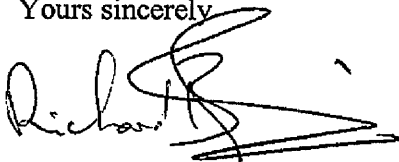
Let me start by saying I am impressed by the comprehensiveness of the issues raised in the Issues Paper *Towards a National Aviation Policy Statement*.

There are however two matters that I would like to highlight. The first is to emphasise the need for planning that is both *long term* and *integrated*. There would be many benefits from this, including the efficient use of resources. More specifically, a longer-term horizon would help ensure that the benefits from the use of air transport were not gained at the cost of adverse impacts on communities. The text of the Issues Paper is correct when refers to the strength of community concerns in this regard and the likelihood that such concerns will strengthen, not reduce.

My second point is related to the first: aircraft noise. It is reassuring to read that the Government recognises community concerns with respect to aircraft noise and has made clear its intention to continue the curfews at Sydney, Adelaide and elsewhere. It is only a short step to conclude that what is sauce for this Sydney goose would, sooner or later, be sauce for the Canberra gander as well – or for any other community in Australia where there might be the prospect of intensive night-time air traffic. Quite simply, communities will not stand for it; this needs to be recognised now and integrated into the planning process, not pushed to one side because of pressures from the 'business' community.

Let me ask that these points be considered in the development of the *National Aviation Policy Statement* and the subsequent implementation of its policies.

Yours sincerely



Richard Brabin-Smith

