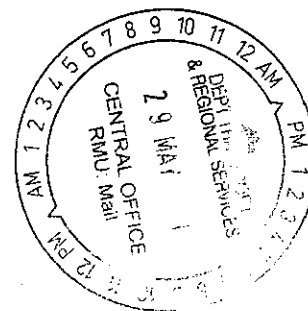


26 May 2008

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



Dear Sir/Madam,

I write in response to the invitation made by your Department for comments on the April 2008 Issues Paper "Towards a National Aviation Policy Statement".

My comments are mainly to suggest an alternative strategy to the second Sydney airport.

I have no pecuniary interest in these matters. My background is as an individual who worked for many years in government as a civil engineer, manager and policy adviser, including roles in relation to transport and aviation policy.

Key Comments:

- **Sydney Airport's passenger and airfreight activities are capable of continued future growth in a number of ways, including through the introduction of larger aircraft types.**
- **However, limited availability of runway slots in the morning and afternoon peak periods still leads to the potential loss of airline business opportunities to NSW.**
- **New runway development at Sydney Airport would be environmentally unacceptable. Also, a long history of previous work has failed to deliver a second Sydney airport and it is unlikely that better sites will be discovered or that the second airport will be built.**
- **Another strategy is needed and in this regard the development of regional hub airports in NSW should be considered.**
- **The upcoming National Aviation Policy green paper could propose processes, such as consultation, assessment and expressions of interest arrangements, to identify the most appropriate regional hub airports to be considered for development.**
- **Subject to the policy processes, competitive proposals could then be called to build and operate the regional hubs and develop the Badgerys Creek site for uses such as housing, parkland and emissions trading initiatives.**
- **Sydney Airport should continue to be federally regulated, including in relation to the regional airline slot quarantine and flight movement cap requirements, in response to its wider economic and environmental influence.**

John Morandini,

GyMEA Bay NSW 2227

Sydney Airport and the second Sydney airport:

- Sydney Airport is the nation's busiest aviation gateway, although the limited availability of runway slots at Sydney is likely to be contributing to the growth of air services into alternative Australian gateway airports, including international passenger and cargo-only flights.
- As well, smaller rural and remote centres face the possibility of declining access to Sydney Airport in future as demand for its remaining slots increases.
- Regarding second Sydney airport options, comprehensive work dating back to the 1940s was done previously. (<http://www.aph.gov.au/library/pubs/chron/2003-04/04chr02.htm>)
- Airport development at Badgerys Creek was supported by all levels of government in the mid 1980s, but then gave way to industry views in favour of building a third runway at Sydney Airport.
- Following the opening of the third runway in the early 1990s, community opposition to a second airport increased, amid protests by residents newly affected by noise and other impacts from that runway.
- Consequently no level of government supports a second Sydney airport, including at Badgerys Creek (and other sites such as Wilton and Warnervale that ranked relatively well when they were assessed in the 1980s).
- This position has prevailed for many years and there appears to be little prospect of any significant shift in the opposition to a second Sydney airport development, suggesting the impasse cannot be resolved.
- Second airports outside the Sydney area were also considered previously and rejected for various reasons.
- In general, an airport more than 100 kilometres from its capital city is not a second airport in reality, but rather it operates as a regional airport serving more proximate subregions. A good example is Gold Coast Airport, some 100 km from Brisbane.
- It is unrealistic to expect that a very fast surface transport link would make a second airport succeed in serving a city over 100 kilometres away. Also, there are no precedents in Australia or elsewhere for such a scheme.

Regional Airports:

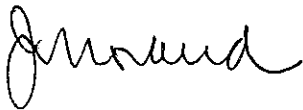
- A more decentralised air service network, with additional regional hub airport capacity, could cater to passengers and freight overflying Sydney and going directly to other destinations. (Overflying capital city hubs is cited in the Issues Paper as an emerging growth area).
- That would assist in locating more air services to regional areas and ease the dependence on hubbing through Sydney Airport.

- In NSW, this trend is currently evident in interstate jet routes introduced to Newcastle, Ballina and Coffs Harbour and interstate turboprop services to some other regional airports.
- However regional NSW lacks major airport infrastructure. This is demonstrated by the need to divert international flights interstate when inclement weather closes Sydney Airport and by the lack of alternative airport and intermodal facilities for international cargo-only operators.
- A greater investment in regional hub airports could provide more opportunities for overflying activity and for accommodating diverted flights closer to Sydney.
- Some communities may wish their regions to be considered for such development.
- Air services to some smaller rural and remote centres are unlikely to grow enough to justify bigger aircraft or gain direct access to Sydney Airport in the future.
- A number of these smaller routes already transit through intermediate regional airports and the development of larger regional hub airports may improve the viability of transiting, whether for day return trips to or from Sydney or for bypassing Sydney altogether.
- The maintenance of airports and air links for smaller rural and remote communities is a separate nationwide issue (unrelated to capital city airport constraints), also requiring careful attention in the proposed National Aviation Policy green paper.

I trust that these comments will be considered when preparing the National Aviation Policy green paper and thank you for providing this opportunity for input.

Please contact me if you wish to clarify any matters arising from my comments.

Yours sincerely,



John Morandini