



61 2 6241 6677

The Village Building Co. Limited

Argyle Corner, Unit 7, 92 Hoskins Street, Mitchell, ACT 2911 PO Box 178 Mitchell, ACT 2911

Phone (02) 6241 7419 Fax (02) 6241 8499

Email [bwinnel@villagebuilding.com.au](mailto:bwinnel@villagebuilding.com.au) Web [www.villagebuilding.com.au](http://www.villagebuilding.com.au)

Regional Offices Brisbane, Wollongong, Canberra, Coffs Harbour ACN 056 509 025

The Office of the Chief Executive

Senator Heffernan

Chair of the Rural and Regional Affairs and Transport Committee

14 February 2007

Dear Senator,

**Re: Airports Amendment Bill 2006**

We appreciated meeting with you recently. The Village Building Co. welcomes the opportunity provided by the Airports Amendment Bill 2006, to devise more transparent public consultation processes within the Airports Act. The Bill provides an opportunity for increased consultation, furthering the aims of the Minister's new *Airport Development Consultation Guidelines*. In a land use planning context, the most important amendments are items 7, and 26 because they provide the opportunity for the Minister to make regulations governing the endorsement of an ANEF.

Every major planning jurisdiction in Australia has adopted the ANEF system as the basis for land use planning in the vicinity of airports. This makes the endorsed ANEF one of the most powerful constraints on State and Territory planning authorities for land use planning in the vicinity of airports. However, the development of ANEF contours is regulated in a minimal way. This approach functioned well when airports were government assets. In the context where Airports are private, profit seeking corporations there is a need for strict regulation.

Currently, the Airports Act merely requires that an Airport Master Plan contain an ANEF, but does not make provision for the method for endorsing an ANEF. An ANEF is endorsed by Airservices Australia. However, there is no requirement for consultation with affected parties, there is no review of the assumptions on which the ANEF is based (eg. Number and timing of flights and types of aircraft). There is also no appeal process.

Endorsement in 2002 of the ultimate capacity ANEF for Canberra Airport by Airservices Australia illustrates the need for regulations governing the adoption of ANEFs. Canberra Airport's Ultimate Capacity ANEF was based on unachievable projections for future air traffic. The endorsement was based on exaggerated assumptions which Canberra Airport knew to be unachievable. The absurdity of the Airport's assumption of 283 000 movements per annum is such that meeting it would require an arrival or departure every 1.85 minutes, 24hrs per day, 365 per year. The idea that less than 500,000 people in Canberra in 2050 will produce more aircraft movements than 4 million people in Sydney today simply lacks credibility.

Airservices has advised that it is not their responsibility to check the validity of underlying assumptions for ANEFs, but only to check that the mathematical model for producing an ANEF from Airport assumptions, has been correctly applied. The Airports Amendment Bill 2006 will permit the development of regulations to ensure the scrutiny and validity of assumptions underpinning inputs to the ANEF model for each airport.

Canberra Airport is now attempting to gain approval from Airservices for an even more aggressive ANEF.

These circumstances clearly illustrate the need to have regulations to ensure that ANEFs are properly prepared, based on realistic assumptions and that there is appropriate consultation.

I seek an urgent meeting with you to discuss these matters.

Yours sincerely

R Winnel  
Chief Executive