

From: [REDACTED]
To: [Seaplanes](#)
Subject: comments on the subject of seaplanes on lake burley griffen
Date: Saturday, 19 June 2021 11:08:03 PM

Dear manager

I would like to express my opinions on the following topic before the cutoff deadline of 22June 2021.

My name - andrew Hope

[REDACTED]
[REDACTED]
Canberra resident since approx 1954.

[What is your initial response to the idea of seaplanes operating on Lake Burley Griffin?](#)

I do not approve of the scheme, mainly due to the original requirement of 'no powered craft on the lake', AND safety aspects.

[What are the top three things the NCA should consider in making a decision regarding seaplane operations on Lake Burley Griffin?](#)

1. Safety - the landing and take off runs are hazardous at best, due to various factors such as local terrain, wind patterns, other lake users, and floating and submerged transitory objects
2. WHY do it? - if it is for the thrill for the passengers of taking off /and or landing on water then that's a pretty small quantity of beneficiaries compared to the safety and noise pollution of the many other persons in the vicinity
3. There are NO good reasons to permit exceptions to the rule of 'no powered craft on the Lake' (except official craft). Even the small motors of the rowing accompaniment trainers have to be very well silenced and speed limited.

[Has the NCA appropriately covered the range of issues requiring consideration before making a decision concerning seaplane operations on Lake Burley Griffin?](#)

Having read the accompanying so-called 'excuses' for providing permits for seaplanes it is my opinion that, NO, the NCA has not considered all the "range of issues".

1. If one seaplane operating licence is issued where does it stop? - the cork is out of the bottle and there will be no stopping as many organisations as want to, for applying for licences.
2. safety is paramount - as a former flying person I can see from the sketch of the proposed landing and take off route that there is a very narrow margin for varying conditions of wind and visibility and there is no alternative place if engine power failure is experienced on either landing or takeoff - the chance is very real for collision with terrain or other lake users.
3. There is no valid reason for private pleasure flights using the lake as a landing place - there is a perfectly good airfield 10minutes away from the Lake which could be used. Overflights for sight seeing purposes are fine as long as the air traffic control regulations are observed

4. I have, myself, been in the past, a commuter to a site where it was necessary to land/take off from a water surface regularly. The experience is actually pretty awful - on landing the aircraft feels as if it is going to sink just after the touch down - and at take off, the motor is howling and the craft seems stuck to the surface. I can't think that there will be too many 'repeat customers' for this experience, so I would say it is a venture doomed to a short service life.

5. In order to try to prevent accidents a speedboat will be necessary - this craft will have to travel over the proposed landing area before each landing, and again just before each take off. The purpose is to check that there is no floating debris, but even some debris will be subsurface and may not be seen, so the speedboat run has limited usefulness. The speedboat will also require an exemption for the rule "no power boats on the Lake", and is an important item of concern. The speedboat has another essential function and that is as a first aid vehicle; for aircraft engine failure when taxiing, it will be used to tow the aircraft back to the landing stage. It ALSO is used in case of more serious accidents as a life saving, foam distribution, life jacket dispersals etc. All this can be avoided by NOT having aircraft on the lake!

[Could seaplane operations assist in raising awareness of Canberra as the National Capital and how could this benefit Australians?](#)

This is a specious argument - the Nation's Capital is already well known to Australians and overseas. Having a 'seaplane' on a freshwater lake in the Nations Capital is hardly going to alter the status.

One might mention that IF there is a serious accident on the Lake involving a Seaplane then there will be notoriety as well as a 'blame trail' for the Nations Capitals decision makers, the NCA.

I hope these comments are useful.

Kindest regards

Andrew Hope