

**From:** [REDACTED]  
**To:** [Seaplanes](#)  
**Subject:** Seaplanes on Lake Burley Griffin - discussion paper comments  
**Date:** Sunday, 20 June 2021 7:03:38 PM

---

Mr Andrew Smith  
Chief Planner  
National Capital Authority

Thank you for the opportunity to comment on the discussion paper.

I have briefly tackled your requested questions below.

- What is your initial response to the idea of seaplanes operating on Lake Burley Griffin?

I am against the proposed operation of seaplanes on Lake Burley Griffin (LBG). This was my initial reaction when I heard about the trial in December last year and I have read or heard nothing since which changes my opinion.

- What are the top three things the NCA should consider in making a decision regarding seaplane operations on Lake Burley Griffin?

For on water LBG users - their safety, disruption to their activities

For off water LBG users - noise, distraction to drivers especially on Commonwealth Ave bridge

Effects on LBG itself - disturbance to wildlife (birds), effects of possible fuel spills

- Has the NCA appropriately covered the range of issues requiring consideration before making a decision concerning seaplane operations on Lake Burley Griffin?

Not sure. The NCA has mentioned the range of issues in the discussion paper, but I have doubts as to whether appropriate consideration has been given to some of the issues.

- Could seaplane operations assist in raising awareness of Canberra as the National Capital and how could this benefit Australians?.

With the possible exception of a very small number, I really doubt that seaplane operations would raise the awareness of Canberra as the National Capital either with Australian or overseas tourists.

I can't see any benefits to Australians and don't really see the time savings mentioned for "commuting" as tangible.

Other points I wish to make:

- the December 2020 trial did not use the proposed twin engine aircraft nor the proposed National Museum jetty leading to doubts about the findings in these areas.
- I could find no mention in the paper of how the security screening of passengers & baggage will take place when the departure is not from a recognised, secure airport facility.
- In most cases the LBG on water users (eg craft & swimmers) will be slower & less agile than the planes.
- During the warmer months, especially weekends, there will be more users on the lake leading to greater potential for disruptions to flight schedules.
- One of the great aspects of LBG is the almost absence of motorised craft on the lake and any dilution of this would in my opinion detract from the strengths of LBG.

Thank you  
John Scown