



**CONSULTATION MEETING
CANBERRA AIRPORT PRELIMINARY DRAFT 2009 MASTER PLAN
WITH THE GENERAL PUBLIC
TUESDAY 17 MARCH 2009 AT 7:00PM**

**BRINDABELLA CONFERENCE CENTRE,
35 BRINDABELLA CIRCUIT,
BRINDABELLA BUSINESS PARK**

| Attendees | Organisation | Attending | Apologies |
|---------------------|---------------------|------------------|------------------|
| Alex Ananian-Cooper | Canberra Airport | ✓ | |
| Noel McCann | Canberra Airport | ✓ | |
| Kathy Aves | Canberra Airport | ✓ | |

26 members of the public attended this meeting.

Questions asked at the Public Meeting

Petra Lean, Watson resident:

- **Comment:** The truck route for freight travelling to Melbourne travelling along Barton Highway goes through residential areas at Watson.
- **Response:** This is acknowledged, although this is already a designated heavy vehicle route and the number of trucks operating to Melbourne as part of any size freight hub would be miniscule compared with current levels of heavy vehicle traffic.

Val Trevorrow:

- **Question:** When will the curved (RNP) approach over Jerrabomberra be used by more aircraft? Will freight aircraft use the using the curved flight track for the freight flights?
- **Response:** Airlines, CASA and Airservices all advise that RNP use will increase substantially over time. Currently only 737-800s use the technology, and not all currently utilise the curved approach. Current freight aircraft are not RNP capable but future aircraft are likely to be. Further, Airservices are planning on developing “public” RNP approaches available to all operators with suitable aircraft. Canberra Airport expects that this will increase RNP use, with Virgin Blue 737s and 34 Squadron BBJs potential users of these procedures. These are hoped to be in place within the next 2 years.



Margot Sachse, President JRA:

- **Comment:** Virgin’s Embraer jet aircraft are not RNP capable and will therefore continue to use the ILS approach.
- **Response:** This is correct.
- **Post-meeting comment:** The Naverus website (company that designs RNP) notes that the Embraer aircraft “have most of the necessary equipment to fly RNP and only lack official certification of their RNP capabilities and regulatory compliance”. It is therefore expected that as RNP becomes more widespread, the Embraer fleet will be made RNP capable. The website also notes that US Carrier Horizon Airlines has already put RNP into revenue service using the Dash 8 Q400 aircraft.

Sally Wilson, Royalla resident:

- **Question:** As a resident for over 6 years, she has noted a significant increase in noise and a tightening of the flight paths; will it remain this way? With 24 hour flights will the flight routes continue to operate on the narrow track?
- **Response:** Yes, this is likely to stay this way, although opportunities for flight paths to be directed further to the west in the High Noise Corridor may reduce some overflight of this area. Much of this is dependant on whether residential development occurs at Tralee.

Unidentified male:

- **Question:** With freight and other flights increasing, will home owners in the High Noise Corridor be compensated?
- **Response:** There are no plans for compensation. Canberra Airport works hard to move aircraft away from people where this is possible. Noted the change in flight paths to move noise way from Gungahlin residents and future residents of Googong. This won’t be possible for residents of Tralee, as there is nowhere to move the planes to.

Margot Sachse, President JRA:

- **Comment:** The Jerrabomberra Residents Association (JRA) does not want flights taking off to the south and supports the introduction of a curfew. The information collected by the Jerrabomberra noise monitor is misleading, as departure noise is louder for most residents as this noise is reflected off the hills back into Jerrabomberra



- **Response:** The JRA's position is noted. The Jerrabomberra noise monitor data is unequivocal in that arrival noise is significantly greater at the Tennis Club monitor site. However, the Airport supports the installation of a portable monitor in Jerrabomberra at a location of the JRA's choosing to test this assertion. This will need to be requested through the usual channels at Airservices Australia.

Jenni Savigny, President, Curfew 4 Canberra (C4C)

- **Comment:** Curfew for Canberra understands that the Minister's refusal of the 2008 Master Plan was due to a lack of information. However this current Master Plan is no improvement. C4C believes there are still issues regarding the freight proposal, especially in regards incorrect noise exposure information with respect to noise levels in North Canberra. She believes that there has been an increase in larger planes over this area which is already able to be seen using Web Track. Therefore the Noise Abatement Areas and the proposed strengthening of the NAAs will not protect residents – this is why a curfew is needed. This information isn't represented in the PDMP.
- **Response:** Canberra Airport is happy for C4C demonstrate how Webtrak is picking up this information, as it has not been noted on Webtrak by Canberra Airport. The definitive data will be made available in due course with the release of information from the Hackett noise monitor, recently put in place by Airservices Australia (with independent monitoring by an ACT Government noise consultant). It was noted that similar monitoring in 2002 did not detect any jet activity in Hackett, and in the absence of further data, this is the information reflected in the PDMP.

Unidentified male:

- **Comment:** The ANEF is for around 50 years time; however the Master Plan is a 20-year document. The ANEF in the Master Plan should be a 20-year ANEF. No other Airports have used this approach.
- **Response:** The ANEF is an ultimate practical capacity scenario based on the airport's runway system capacity, with no fixed date, although some have suggested 2050-2060 is a potential timeframe. This is acceptable under the ANEF standard, and was endorsed by Airservices Australia in a means approved by the Minister for Infrastructure. Canberra Airport will consider the preparation of a 2029/2030 ANEC (Concept plan, not formal ANEF).

Unidentified male:

- **Question:** Have any costings been done on the VFT?



- **Response:** No specific costings have been done beyond those completed as part of the last VFT proposal.
- **Question:** The Master Plan advocates a hub system for freight; how does this sit with a growing trend of point-to-point flight activity around the world?
- **Response:** The distinction is between passenger and freight services. Passenger services are trending more to point-to-point services in accordance with demand and passenger convenience. Freight services still traditionally use hub systems around the world.

Alan Kerlin, Gungahlin Community Council:

- **Comment:** There is confusion with regards to Table 6.2 and Table 6.3 in the PDMP. It should be clear what is relating to aircraft movements (ie: departures and arrivals) and 'operations'. It is noted also that Table 6.3 doesn't include any staging detail breakdowns and thus is hard to correlate with 6.2. Tables should also use consistent terminology to avoid confusion.
- **Response:** This is noted and will be reviewed in the final draft.
- **Question:** Does the airport sale/tender document include information on betterment? Are these documents public documents?
- **Response:** There is no betterment included. Also unsure as to whether it is a public document.

James McDonald:

- **Question:** What are the overnight flight figures in the ANEF based on? This information is different to the Table 6.3 which quotes 25 planes per night.
- **Response:** The ANEF is an ultimate practical capacity scenario, that is, the capacity of the runway system. This extends well beyond the 20-year planning period of the Master Plan. It is also noted that the ANEF includes night passenger and other aircraft movements, not exclusively freight.

Dirk Navarra:

- **Question:** If Sydney Airport can operate within a curfew why can't Canberra? Noise doesn't follow lines on a map, and he is significant affected by aircraft noise. Most people in the community support Canberra Airport simply because they aren't exposed by the noise.
- **Response:** Agree that noise doesn't follow lines on a map, and hence Canberra Airport uses a range of measures to explain the noise. Canberra Airport believes that the High Noise Corridor is the best measure to protect the community, although there will always be some people outside the boundaries who will continue to be impacted by noise. It is also noted that the Sydney curfew still



allows a range of aircraft movements overnight, including jet freight aircraft. It is also noted that Minister Albanese and the Aviation Green Paper have stated that Canberra Airport is to remain curfew-free and is a critical part of national curfew-free network of airports

- **Comment:** Canberra Airport's consultation is inadequate. He wasn't consulted at any time in the past on the High Noise Corridor – he has lived in the area for 22 years. Why weren't the Fernleigh Park, Little Burra, Royalla and Mt Campbell Community associations also contacted like other community groups like Jerrabomberra and Hackett Community associations? Suggest that a letter box drop of all residents should have occurred.
- **Response:** As part of the HNC consultation, a range of public meetings occurred, it was the front page of the Canberra Times and received extensive radio and TV coverage. Further media publicity, public meetings and other consultation continues to occur regularly. Canberra Airport is at a loss as to what more it could do, but will review its consultation processes in the future to see if anything more is possible.
- **Question:** Have any studies been done on the impact of aircraft overflight on water quality. He is concerned by the impact of aircraft emissions and fuel on water collected from his roof.
- **Response:** No study has been conducted by Canberra Airport, though there is not expected to be any impact. Canberra Airport is happy to test his water if this would be of assistance.

Petra Lean, Watson Resident:

- **Comment:** She hears the jets at night now. She is concerned that with a freight hub flights will all arrive within an hour, which will definitely wake her. Instead of the Airport looking to expand the NAA, shouldn't they look after the areas already existing?
- **Response:** Noted. It is unclear exactly how a freight hub might operate – this will depend on the needs of the particular operator, though there is a significant chance that a number of planes would arrive within a short space of time, as outlined in the PDMP.
- **Question:** How many night passenger flights are planned as part of the PDMP?
- **Response:** This will be taken on notice

Geoff Willans, Hackett resident:

- **Question:** With regard to Chapters 10 & 14, doesn't the use of the ANEF preclude the ability of the Airport to develop childcare centres on Airport? How does this sit with the Airport's position to restrict residential development and a school outside/off airport?
- **Response:** Comments noted. This has been raised in the past and has been investigated and cleared by the Department of Transport. It is also noted that the ANEF does not apply on airport, although notwithstanding this, significant noise attenuation is provided in the buildings, and earth



mounding to protect from exterior noise. Testing has been completed and no aircraft noise was able to be detected over the noise of the children.

- **Comment Geoff Willans:** The community is suspicious and uneasy about the noise exposure readings claimed by the Airport. He has been conducting readings across the region, and believes the unease is understandable.
- **Response:** Comments noted. Canberra Airport stands by the noise readings from the Airservices Australia monitors.
- **Comment Geoff Willans:** Night airport operations are continually pushed down the community's throat and the community continues to oppose this. Which part of NO from the community does the Airport not understand?

Unidentified male:

- **Comment:** Section 71(2)(e) of the Airports Act requires the Airport to work with the community, not requiring the community to work with the Airport
- **Response:** noted.

Alan Kerlin, Gungahlin Community Council:

- **Comment:** In fairness on the Airport, it is doing everything the legislation requires. However it is up to the public within their submissions to get the legislation changed to require additional consultation. Suggests that Government should manage the consultation process.
- **Response:** Noted.
- **Comment:** With regard to the new terminal (figure 8.3), it doesn't look like there is any drop off and pick-up areas?
- **Response:** Public drop-off and pick-up areas will be located on the approach axial road adjacent the multi-deck car parks.
- **Comment:** No mention in the Master Plan on Bird and Wildlife Management Issues within Chapter 15. From observations around the Airport, the short grass attracts a lot of birds; suggest to allow this grass to grow a little deter these birds.
- **Response:** The Airport has an extensive Bird and Wildlife Management Plan and is actively involved on the national Bird Hazard Management Group. It has a range of measures, developed in consultation with expert consultants, to reduce bird activity including management of grasses. Canberra Airport will consider inserting a reference on bird and wildlife management in the final draft Master Plan.



Dorothy Lawson, JRA member:

- **Comment:** At a JRA meeting, local member Mike Kelly stated that the Airport was being premature about the parallel runway, as Defence will not allow the Airport to obtain any of this land.
- **Response:** Canberra Airport has acknowledged that the parallel runway is currently on Defence land and an extensive process would need to be gone through before it came to fruition. It is also noted that the parallel runway concept was raised by the Commonwealth as part of a cabinet-in-confidence review of Canberra Airport's future needs, and recommended by the Commonwealth to be included in the Airport's 2008 Master Plan. It has been kept in the 2009 Master Plan. Canberra Airport has no information on the contents of the Government's review, which remains Cabinet-in-confidence.
- **Question:** What is the distance between the existing Runway 17/35 and the proposed parallel runway?
- **Response:** Distance is currently estimated at 1.3km, however this may well vary with more detailed planning for a runway in the longer term.

Chris Parker:

- **Question:** It is acknowledged that passenger numbers are conservative. What are optimistic numbers? The community should know the worst case scenario in terms of freight aircraft.
- **Response:** Canberra Airport has included low, medium and high forecasts for passenger numbers and aircraft movements in the PDMP. It is noted that freight aircraft numbers listed in the Master Plan are high end numbers.

Margot Sachse, JRA president:

- **Comment:** At the last Noise Forum meeting, Airservices indicated they would not support the expansion of the Noise Abatement Areas. If it will not occur, it is therefore misleading for the Airport to propose this in the Master Plan.
- **Response:** Canberra Airport acknowledges Airservices Australia's position. However, as has been the case in the past, the political process, influenced by members of the community (especially in a marginal seat) dictates that it is highly likely that over time the areas will be expanded as residents move into these areas.



Dirk Navarra:

- **Question:** When will the western offset approach mentioned in the Master Plan become available? Why can't the planes fly over the Monaro Highway?
- **Response:** Unsure, however based on advice from Airservices Australia, Canberra Airport is confident that it will occur one day if homes are not developed in the western portion of the High Noise Corridor.

Unidentified:

- **Question:** Does the single event contour footprint map shown on the presentation exist for north of the Airport?
- **Response:** The map for the 767-300ER for the whole Airport is provided at Figure 14.11.

John Purcell, ACT Government:

- **Question:** Aviation/airline technology is continuing to improve. How do the Airport's forecasts accommodate new aircraft types such as the 787s?
- **Response:** Canberra Airport expects the 787 and similar aircraft to operate into Canberra Airport in the future. These aircraft will be quieter (and more fuel efficient) than similar size aircraft today, though the exact noise footprint is not yet clear. However, the increasing size of aircraft at Canberra Airport over time will mean that the overall noise footprints will increase even if new aircraft are getting quieter. Canberra Airport is confident that the 767-300 noise footprints used in the Master Plan are a good indication of future noise created by larger aircraft.

Unidentified Male:

- **Question:** Is an EIS required for the southerly movement of the runway 35 threshold? Do the noise forecasts take the threshold movement into account?
- **Response:** No EIS is required – Canberra Airport already has Major Development Approval to move the threshold to the south. The ANEF and noise contours have assumed a movement of the threshold to the south.
- **Question:** Why can't runway 17/35 be extended to the north instead?
- **Response:** There are significant environmental issues to the north of the Airport. Furthermore, critical terrain issues for aviation exist to the north, minimising any benefit created by extending the runway northwards.
- **Question:** If the ANEF is to be refreshed every 5 years, why is it then such a long-term ANEF?



- **Response:** The ANEF is designed in accordance with the Australian Standard, and approved by Airservices Australia in a manner approved by the Minister. It is thus totally appropriate.

Margot Sachse, JRA president:

- **Comment:** She has letters from Stephen Byron and Tom Snow stating that the ILS will not be moved to the south
- **Response:** This letter advised that Canberra Airport would not move the threshold at the time of the construction of the runway extension. The Airport has never made any commitments with respect to the future movement of the ILS and runway threshold, which was always part of the Major Development Plan.

Other Questions:

- **Question:** Will a copy of the final draft Master Plan and consultation report provided to the minister be available for the public?
- **Response:** This is not appropriate. Canberra Airport will abide by the Airports Act requirements.
- **Question:** Was this meeting recorded? Will the notes of this meeting be made available to the public on the web site?
- **Response:** No, it was not recorded. Canberra Airport will take notes of questions and circulate by email (or post to those without email) to attendees who have registered. Any comments, changes or additions will be considered by the Airport before the final meeting notes are published on the website.
- **Question:** Will the other consultation meeting notes be made available to the public on the web site?
- **Response:** Canberra Airport will ask at future public meetings whether there is consent for the meeting notes to be published on the website. Subject to acceptance, meeting notes will be published online.