CANBERRA AIRPORT
COMMUNITY AVIATION CONSULTATION GROUP

2.00pm – Thursday, 20 April 2017
Gudgenby Room, Level 1, 2 Brindabella Circuit, Canberra Airport

MEETING NOTES

The Canberra Airport CACG membership consists of representatives from Canberra Airport, Community Groups, Aviation Industry Organisations, Government Agencies, Tourism Industry and Business groups.

The Independent Chair of the CACG is Bob Ross.

Noel McCann, Director of Planning and Government Relations, Canberra Airport
Independent CACG Chair & representing Pialligo Residents Association (PRA)
North Canberra Community Council (NCCC)
Fernleigh Park Community Association (FPCA)
Gungahlin Community Council (GCC)
Inner South Canberra Community Council (ISCCC)
Woden Valley Community Council (WVCC)
Jerrabomberra Residents Association (JRA)
Ridgeway Community Group (RCG)
Qantas Airways, Manager - Environment & Sustainable Fuel
QantasLink
NSW Department of Planning & Environment
Queanbeyan-Palerang Regional Council
NSW South Region Business Enterprise Centre
Airservices Australia (ASA)
Department of Infrastructure & Regional Development
RAAF 34 Squadron, Department of Defence
ACT Government - Environment & Planning Directorate, Planning Investigations
Aircraft Noise Ombudsman

SUMMARY OF ATTENDEES

Community Groups	8	Canberra Airport	3
Queanbeyan - Palerang Regional Council	2	ACT Government	1
Commonwealth Government DIRD 4 ASA 1 RAAF 34 Sqn 1		NSW Government	1
ANO	2	QantasLink Airlines	1
TOTAL	**24**		

1.   MEETING FORMALITIES

1.1   Welcome and Notation of Apologies

The meeting commenced at 2.45pm immediately following a tour of the Qantas Maintenance Hangar. The Chair thanked Qantas Link on behalf of the CACG for facilitating the tour.

The Independent Chair formally introduced himself and those present did likewise.

The following apologies were noted:

)   Gungahlin Community Council
)   Tuggeranong Community Council
)   Weston Creek Community Council
)   Canberra Airport
)   Qantas Freight
)   Qantas Airways
)   Aero-Care
)   NSW Department of Planning & Environment
)   VisitCanberra
)   Airservices Australia
)   RAAF 34 Squadron
)   ACT Chief Minister, Treasury & Economic Development Directorate
)   ACT Planning & Environment Directorate

1.2   Declaration of Impartiality by the Chair

As President of the Pialligo Residents Association as well as representing the North Canberra Community Council, the Chair declared that should any issues of impartiality be raised during the meeting, he would address them in an appropriate manner.

It was noted that the email address and mobile number for the Chair of CACG were provided on page one of these Meeting Notes. *Not provided with this version.*

1.3   2017 CACG Representation

Persons nominated to represent their community groups on CACG for 2017 were noted.

1.4a   Notation of Correspondence since the last meeting

The correspondence folder was tabled for information.

1.4b   Notation of Meeting/Consultations

The list of 2017 Meetings/Consultations attended by Canberra Airport and provided with the agenda papers was noted.

2.   ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 10 NOVEMBER 2016

THE MEETING NOTES OF CACG MEETING HELD ON 10 NOVEMBER 2016 WERE ACCEPTED.

3.   MATTERS FROM THE CHAIR

3.1   2016 CACG Chairs Forum

The Chair tabled a "Record of Discussion" provided by the Department of Infrastructure and Regional Development of the 2016 CACG Chairs Forum which was held on 26 and 27 October 2016 and highlighted the following:

) CACG Chairs were consulted in the Department's work to prepare a CACG Induction Package which was finalised and provided to airport operators in November 2016.

    The Chair suggested that the CACG Induction Package should be considered in more detail at the meeting, but made the point that this CACG operated and was managed well in terms of what the package recommended.

) Aviation security – The aviation security environment continues to evolve and needs to keep pace with growth in aviation activity as well as new threats.

    The Government is moving towards a proportionate security approach that would set requirements for security measures based on risk profiles. This needs further work to ensure it integrates appropriately with the broader aviation network and does not unduly impact commercial and operational needs.

    Work is also underway to implement heightened threat contingency planning, strengthen airside security and review front-of-house security requirements.

) Disability access facilitation – Disability access facilitation work looks to include people identified as having a disability in air travel to the greatest extent possible within necessary safety and commercial parameters. The Aviation Access Forum comprises government representatives, airports and airlines and consults with the disability sector to provide advice to government.

Other issues briefly discussed included the carriage of assistance animals (mostly dogs in Australia, but also other animals internationally) and the former two-wheelchair policies of airlines (only one airline retains this policy and even that airline rarely implements it).

) Building a customer-focused Airservices – A period of significant change is underway for Airservices and there have been many changes to personnel in the organisation. There will be no change to air navigation services or aviation rescue and firefighting staffing, and no reduction in service.

Airservices is re-evaluating its investment priorities for communication, navigation and surveillance technologies. It is also continuing to adopt innovation in airspace management, flight tracking and delay management. OneSKY work continues with the roll-out currently on schedule.

) Aircraft noise management – Airservices will take a collaborative approach to community engagement while maintaining 100 per cent attendance at CACGs. Local air traffic controllers will be more involved in CACGs in the future, with their attendance and content co-ordinated from Canberra.

) Govdex – Government agencies are committed to another attempt at making Govdex work as a platform for ongoing networking and information sharing, noting a review failed to identify any other platforms which met all requirements. All CACG Chairs will be given access to Govdex.

The Chair invited CACG members to contact him directly if they required more information on any of the issues he had reported on.

4. CANBERRA AIRPORT

A Meeting Brief (copy attached – *not attached to this version*) on the following agenda items was distributed with the agenda. Noel offered additional comments on the following issues:

4.2   International passengers and freight, including regional development opportunities – Qatar and Cathay

Noel advised that Canberra Airport was working with Qatar Airways on finalising the details of its service from Canberra, including route details (possibly a triangulation) with a possible start of February 2018.

Negotiations were ongoing with Cathay for a dedicated 747 freighter with the details yet to be finalised.

4.3   Low Cost Carrier – Tigerair

It was noted that Tigerair had commenced operations from Canberra to Melbourne (daily return) in December 2016 and that the passenger loads were very good.

5.   **REPORTS / PRESENTATIONS**

5.1   **Airservices Australia**

Airservices (ASA) provided the following comments:

- SA CAT I and II procedures became available in March 2017 for suitably-equipped operators. Currently no airline employed the procedures at Canberra Airport.

  It was believed that both Qantas and Virgin were in the process of training crews to fly the procedures. Once the airline operators started to use SA CAT I, most aircraft would be able to land thus reducing the need for go-arounds and therefore reducing noise.

- BaroVNAV (which provides both lateral and vertical flight paths – thus a lower minima) to Runway 35 only was implemented on 2 March 2017.

- There has been a delay in implementing RNP AR (Smart Tracking) new international procedures for Runways 17 and 35. These procedures would be available for all suitably-equipped operators from 25 May 2017. ASA believed Qantas, Virgin and RAAF 34 Squadron were certified to use the procedures.

  The updated Smart Tracking arrival flight paths will closely replicate the existing Smart Tracking arrival flight paths, with minor changes occurring within existing flight path corridors.

  Residents may notice small changes to aircraft tracking, however these changes are not expected to result in a noticeable difference in noise levels.

JRA asked when did a pilot make the call to use the RNP procedures?

ASA advised within 30-40 nautical miles from Canberra. However a pilot would make a decision based on conditions would not take chances on landing using RNP in low visual conditions – they would always opt for the safest minima provided by the ILS.

Noel advised that the Airport had written to the airlines, ahead of the release of the RNP procedures, to ascertain if they would use it and, if so, what aircraft in their fleets were capable of using RNP. Singapore had advised it was not authorised to use RNP, Qantas and Virgin had not responded but he believed the A330 would be capable but not the Virgin ATRs. Tigerair was not current conducting RNP-AR operations and RAAF 34 Squadron aircraft utilised for long haul travel would be capable in addition to the Boeing business jet.

- ASA tabled a noise complaint report for the first quarter of 2017 (copy attached – *not attached to this version*).

The Chair referred to the pie-chart and asked if the portion relating to 'helicopters' was standard activity or did it represent an increase?

ASA said it depended upon the activity being undertaken. The second quarter report would see an increase in helicopter activity due to Toll setting up its base, gasline checks being undertaken by ActewAGL, police and official traffic, Southcare as well as activity from the helicopter training base on airport. There was also a local helicopter charter company which conducted joy flights across the lake and through Pialligo.

An Airservices information sheet about Smart Tracking at Canberra Airport is attached – *not attached to this version.*

The website address for Airservices' National Noise Complaints and Information Services is:
ncis.investigators@airservicesaustralia.com

The link to the online reporting of noise is:
http://aircraftnoiseinfo.bksv.com/canberra/home/ then select Complaints.

6.   REPORTS

6.1   NSW Department of Planning and Environment Update

NSW DPE spoke to the Meeting Brief prepared for the meeting.

6.2   Queanbeyan-Palerang Regional Council Update

QPRC spoke to the Meeting Brief prepared for the meeting.

6.3   ACT Government Update

ACT Government spoke to the issues reported in the Meeting Brief which was provided post meeting.

In relation to the Eastern Broadacre, it was hoped work would be completed this year with the likelihood of 300 hectares of developable land and 300 hectares of conservational land being identified.

7.   OTHER BUSINESS AS RAISED AT THE MEETING

7.1   JRA query regarding aircraft flying more to the east

JRA advised that one of the issues raised by attendees at the JRA meeting held last night was that aircraft seemed to be flying more to the east of the ILS (more east of Bicentennial Drive) than they had done previously. These had been recent occurrences and residents had noticed it because the activity was different. JRA asked for some information or if the occurrences could be investigated to ascertain what had been happening compared with last year.

ASA could not explain the reason why aircraft would be doing that as they should be flying in straight down the ILS. The radar controller monitored aircraft and they are informed if they deviate from the ILS. ASA had no idea why the aircraft would deviate that far from the ILS. He asked if these observations had occurred on a fine day?

Noel suggested it would be useful to get information from JRA on the date and time of these alleged occurrences to check Webtrack to obtain a flight track out of the system.

JRA asked if Airservices was able to capture flight tracks during February from its system? The timeframe in question was the past six weeks.

Noel said Canberra Airport would liaise with Airservices to try and obtain some evidence of these occurrences.

JRA would ask Jerrabomberra residents to maintain a log of dates and times.

ASA tabled the ILS approach used at Canberra Airport (copy attached – *not attached to this version*) and reiterated the fact that aircraft could not deviate from it because if they did, they would be out of synchronisation and unable to land. He undertook to try and obtain information on arrivals on Runway 35.

In answer to a question from JRA about emergency services aircraft, ASA advised that the Canberra Tower controlled all emergency services movements.

7.2   Singapore service passenger loads

Following a question about load factors for the Singapore Airlines *"Capital Express"* service, Noel advised that the Singapore leg return was approximately +80% with the Wellington leg in the 60% range and trying to grow. The Bureau of Infrastructure, Transport and Regional Economics (BITRE) had been consistently reporting numbers at that rate.

8.   NEXT MEETING

It was noted that the next meeting was scheduled to be held on Thursday, 6 July 2017, to be confirmed by release of the agenda.

There being no further business, the Chair closed the meeting at approximately 3.20pm.