



**CANBERRA AIRPORT
COMMUNITY AVIATION CONSULTATION GROUP**

2.00pm – Thursday, 6 July 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 & Government Relations, Canberra Airport Narelle Sargent, Canberra Airport Susan Mulligan, Canberra Airport
Independent CACG Chair & representing Pialligo Residents Association (PRA)
North Canberra Community Council (NCCC)
Fernleigh Park Community Association (FPCA)
Gungahlin Community Council (GCC)
Tuggeranong Community Council (TCC)
Woden Valley Community Council (WVCC)
Jerrabomberra Residents Association (JRA)
Ridgeway Community Group (RCG)
NSW Department of Planning & Environment (NSW DPE)
Queanbeyan-Palerang Regional Council (QPRC)
NSW South Region Business Enterprise Centre (SRBEC)
RAAF 34 Squadron, Department of Defence (DoD)
Chief Minister, Treasury & Economic Development Directorate (CMTEDD)

SUMMARY OF ATTENDEES

Community Groups	8	Canberra Airport	3
Queanbeyan - Palerang Regional Council	1	ACT Government	1
Commonwealth Government RAAF 34 Sqn	1	NSW Government	2
TOTAL	16		

1. MEETING FORMALITIES

1.1 Welcome and Notation of Apologies

The meeting commenced at approximately 3.00pm immediately following a tour of the Canberra Airport International Terminal.

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

The following apologies were noted:

-) Inner South Canberra Community Council
-) Weston Creek Community Council
-) QantasLink
-) Qantas Freight
-) Qantas Airways
-) Aero-Care
-) NSW Department of Planning & Environment
-) Queanbeyan-Palerang Regional Council
-) VisitCanberra
-) Airservices Australia ATC
-) Department of Infrastructure & Regional Development
-) 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 Bob Ross, Chair of CACG, were provided on page one of these Meeting Notes.

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 20 APRIL 2017.

THE MEETING NOTES OF CACG MEETING HELD ON 20 APRIL 2017 WERE ACCEPTED.

2.1 Matter Arising from last meeting – Helicopter Movements

Further to JRA's email of 9 June enquiring about TOLL helicopter operations and a suggestion that the ACT Emergency Services Agency (ESA) be invited to a CACG meeting to provide an overview of their helicopter operations at Hume, Noel explained Canberra Airport Air Traffic Control had no control over their operations and where they flew (except to provide the necessary clearances). Given the important role they have in the community, these helicopters were of necessity required to fly the most direct route to emergency call-outs. A recent Canberra Times article had reported the acquisition by the ESA of a much larger helicopter which would of course create more noise.

3. INTERNATIONAL TERMINAL INSPECTION

CACG members enjoyed a tour of the Canberra Airport International Terminal prior to commencement of the meeting. Members indicated they had been very impressed and thanked Richard Phillips for facilitating the tour on their behalf.

4. CANBERRA AIRPORT

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

4.1 Upgrade of Category of Runway 17/35 – Progress

Noel informed the meeting that the Airport continued to consult with the airlines, Defence, Airservices Australia (ASA) and the Civil Aviation Safety Authority (CASA)

to upgrade the category of the airport to at least Category II by winter 2018. This meant the decision height for aircraft to land in foggy conditions would reduce to 100 feet above the runway with aircraft positioned inside the airport boundary fence. It was expected that 99% of aircraft would be able to land, avoiding go-arounds and diversions.

4.2 International passengers and freight, including regional development opportunities

Noel advised that despite the fact Qatar was experiencing some political issues with neighbouring countries the service was still on-track to commence in February 2018.

JRA enquired whether a day or night service for the Qatar service?

Noel advised the details were still to be confirmed, but it was more likely to be a daily morning arrival between 6am-11am and service might be triangulated with Sydney as the airline was required to use the Canberra leg of the route to gain another slot at Sydney Airport.

Singapore Airlines was tracking well on passengers and Canberra Airport was pressing for a fifth day service with a decision likely to be announced in October.

Following a question from GCC about freight, Noel advised the Airport had been dealing with Cathay for a dedicated freighter to operate twice a week from mid-2018. Cathay would operate out of Fairbairn and this operation was likely change the dynamics of the region in terms of outbound freight.

Although each leg of the B777-200R flight on the “*Capital Express*” was capable of transporting 20 tonnes of freight - that is up to 80 tonnes of freight each week - to Singapore and New Zealand, there had been minimal take-up. However, more freight was expected on that route leading into the Christmas/New Year holiday period with Singapore Airlines working with Canberra Airport and others to attract local freight opportunities with the current target being perishable “just-in-time” freight such as cherries, oysters and produce from the Pialligo Smokehouse which was already exporting to Singapore.

JRA enquired at what time of the day the freighter would operate?

Noel said it would be completely up to the airline as to what time it arrived and departed.

4.3 Virgin Australia expanded service to Perth

It was noted that Virgin Australia planned to fly twice-weekly between Canberra and Perth, initially during Parliamentary sitting weeks to cater for increased demand between the two capital cities while encouraging tourism.

4.4 Low Cost Carrier – Tigerair expanded services to Brisbane

It was noted that in late May the low-cost arm of Virgin Australia, Tigerair Australia, announced a new route between Canberra and Brisbane as well as additional services

between Canberra and Melbourne, in response to overwhelming consumer demand. Whilst Tigerair still currently flew A320's they would be phased-out to B737s aircraft.

4.5 Major Development Plan – Majura Park Office Development

The *Airports Act* required an MDP to be prepared for developments over \$20 million. The public consultation process for this MDP would commence prior to the next CACG meeting. The site for the new office development was situated in the area north of the swimming pool.

4.6 Other Airport Development

It was noted that other development included:

-) 14 & 16 Brindabella Circuit – Australian Cyber Security Centre.
-) 3 Molonglo Drive – Department of Immigration and Border Protection.
-) Alpha Catering new facility in Pialligo Precinct.
-) Pialligo Precinct Sub-division – to facilitate an expansion of the rental car area and a proposed double-sided digital advertising sign at the intersection of Majura Road and Pialligo Avenue.
-) The installation of shared pedestrian and bicycle pathways linking the terminal precinct and Brindabella Business Park with Majura Park and Pialligo Village had been completed.

4.7 Communications

It was noted that the Airport continued to communicate issues of interest to CACG members and encouraged feedback from community groups.

Currently the Airport's publications included The Hub, Airport Talk and Fly CBR and the Airport's database would be updated to ensure all members of the CACG received these publications via email with an option to decline future receipt.

Noel encouraged those community group representatives present to ensure newsworthy information provided by Canberra Airport was passed on to their broader community members through newsletters and social media.

5. REPORTS / PRESENTATIONS

5.1 Airservices Australia

In the absence of an ASA representative, Noel advised that Special Authorisation (SA) Category ILS procedures for Runway 35 commenced on 9 March 2017 which reduced the arrival decision height, or minima, from 200 feet to 150 feet, improving the chance of aircraft landing in poor, including low visual, weather conditions. Only aircraft with the necessary avionics and pilot training could use the procedure.

Following a question about the recent delays at the Airport caused by extreme foggy conditions, Noel advised that Turboprops and ATRs did not have the avionics and were therefore not capable of using the SA CAT I procedure to land in such conditions. On

that particular day, there were major disruptions to services at Canberra, including the Singapore Airlines service having to be diverted at 8.30am to Melbourne and arriving into Canberra at lunchtime. The Airport had worked diligently over the past five years with the airlines to agree to the lighting upgrades necessary on the main runway in order for Canberra Airport to be upgraded to a Category II aerodrome.

Noel advised that new ICAO compliant procedures for RNP AR had become available for use for aircraft arriving onto Runways 17 and 35 from 25 May. Aircraft fitted with navigation systems that used satellite-assistance guidance, used GPS information to fly with a high degree of accuracy and with only a small variation in the actual routes flown from one aircraft to another. This technology was known as Required Navigation Performance (RNP), meaning the aircraft could perform in accordance with a strict set of navigation parameters. ASA referred to these routes as 'Smart Tracking'.

Noel advised in certain circumstances, Smart Tracking flight paths could be designed to curve around obstacles (high terrain or buildings), follow existing noise corridors (highways) or to avoid noise sensitive areas in favour of overflying industrial land or other non-residential areas. Only suitably equipped aircraft and appropriately trained pilots with approval from CASA were able to fly Smart Tracking procedures.

The noise abatement procedures airlines used south of the airport (the Jerrabomberra bypass) delivered circa 60 dBA instead of 70 dBA. Unfortunately, Singapore Airlines was not currently equipped to fly RNP/Smart Tracking.

Following the meeting, the Airport advised members via email on 14 July that Qantas and Virgin were now more prone to use the RNP procedures for Runway 35/17 with their B737-800 fleet and RAAF 34 Squadron with the Boeing Business Jet. The benefits of this being:

-) Noise abatement for Jerrabomberra on Runway 35 arrival, which Noel referred to in the meeting as the "Jerrabomberra By-pass".
-) Virgin are now able to approach the Airport from the north onto Runway 17 with a lower decision height minima using the RNP/Smart Tracking.

6. REPORTS

6.1 NSW Department of Planning and Environment Update

NSW DPE spoke to the Meeting Brief (copy attached – *not attached to this version*).

NSW DPE advised that the Department was working with various stakeholders to finalise a design for the infrastructure for the South Jerrabomberra site. As it was more likely there would be one access point (east of the Monaro Highway and Tompsett Drive) rather than two, it would change the dynamics of getting in and out of that site, including for the Monaro Highway. The Department was also required to work out the costing and how the developer would pay for its portion of the roadworks.

NSW DPE advised whilst the Draft South East and Tablelands Regional Plan dealt with population growth, it also stated that Canberra Airport was an important asset that

needed to be protected. The final Plan was expected to be signed-off and an announcement by the Minister was imminent.

6.2 Queanbeyan-Palerang Regional Council Update

QPRC spoke to the Meeting Brief (copy attached – *not attached to this version*).

6.3 ACT Government Update

CMTEDD spoke to the Meeting Brief (copy attached – *not attached to this version*).

7. OTHER BUSINESS AS RAISED AT THE MEETING

7.1 JRA query regarding aircraft flying more to the east

Noel spoke to the email of 1 June to JRA, copied to all CACG members, as follows:

“Following comments you made at the CACG meeting on 18 April about JRA members raising with you that aircraft seemed to be flying more to the east of the ILS (more east of Bicentennial Drive), as undertaken we made enquiries of Airservices Australia’s, Noise Complaints and Information Service (NCIS) to ascertain why this might be the case. You’ll recall at the meeting that Binh (ASA ATC) could not offer a logical explanation of why aircraft would be doing that as they should be flying in straight down the ILS.

We have now received data from NCIS which includes a comparison of two sets of the similar six week periods for both 2017 and 2016. The NCIS has further advised that:

“The aircraft that appear to the east of track can be attributed to a number of reasons including weather diversions and traffic management.

One orbit over the area was due to a turboprop conducting a missed approach; the area was also impacted by military and civil jets conducting right-hand circuit training on Runway 35 and an emergency services flight over the area. There was also jet traffic tracking overhead for traffic management between 6000 and 10000 feet.”

As you know, the Runway 35 ILS centreline is approximately 500m to the west of the Queanbeyan noise abatement boundary abeam Jerrabomberra. It would appear that the tracks are plus or minus 150m either side of the ILS centreline and therefore the tracks east of the centreline are still well clear of the Queanbeyan noise abatement boundary abeam Jerrabomberra. It is also pleasing to note from the tracks that there is quite a dense line of RNP curved approaches by-passing Jerrabomberra. As you are also aware, these RNP procedures deliver between 8 and 10 decibels less noise to Jerrabomberra.

If you have anything further, we can discuss it at the next CACG meeting.

I have copied this email to all CACG members for their information.”

Noel advised there was no evidence to suggest there had been any skewing by aircraft east of the ILS centerline.

JRA believed there could be at least one aircraft flying east of Bicentennial Drive and in that regard the JRA had requested its members to obtain evidence of this occurring off WebTrack, but unfortunately they had not been inclined to do so.

Noel said the tracks varied either side of the centerline by 100-150 metres. The NAA boundary with Queanbeyan which ran through Jerrabomberra was approximately 500 metres east of the centerline. That was different to aircraft skewing to the east of the centerline ad hoc. Canberra Airport would keep randomly checking WebTrack and ASA was also well aware of JRA's concerns.

7.2 Royalla Resident Aircraft Noise Complaint and Flight Paths

FPCA advised he had been requested by a Royalla resident to raise at this meeting that he had been experiencing an increase in aircraft flying low directly over his home.

Noel advised he had spoken to this person on the telephone and had provided FPCA contact details. He had complained to both ASA and Canberra Airport but does not believe the advice he had been provided with to date. His home was approximately 25km out and definitely on the RNP/Smart Tracking track for aircraft flying into Canberra from Adelaide, Melbourne and Perth and Noel had tried to explain to him that this RNP track had been operational for over four years and formed part of the Jerrabomberra bypass. It may well be that he has started to work from home and was noticing more noise.

Noel added that most of the aircraft would be on glide (no wheels down, no flaps) at 2,500-3,000 feet above ground. Some noise monitoring had been conducted just north of Church Creek on the ILS and other than a couple of Defence aircraft, the aircraft were about 5dBA less than the Jerrabomberra Tennis Club noise monitoring station. Canberra Airport could not offer any further advice other than what had already been provided. The politics of the situation was that this RNP track had been flown for over four years.

The Chair suggested that FPCA should ask the Royalla resident to articulate exactly what he wanted and FPCA undertook to do so. Depending upon the answer, the Chair expected more information would be sought from ASA.

FPCA said it seemed a bit odd he would be disputing the accuracy of ASA's data and flight tracks.

7.3 Tuggeranong Resident Aircraft Noise Complaint

TCC advised that Nicole Lauder MLA, Deputy Leader of the Opposition and Member for Brindabella, had forwarded an email (dated March 2017) from a constituent complaining of an increase in aircraft noise over the Tuggeranong suburbs of Fadden, MacArthur, Chisholm, Gilmore and Gowrie. He undertook to forward the email to Canberra Airport, which he subsequently did.

7.4 Airport Ground Transport

Following a request from FPCA to comment on ground transport, Noel advised that the taxi service to the Airport was no better and Uber had not achieved the pick-up rates it had expected. The Airport would continue to lobby the ACT Government for better ground transport operations at the Airport.

The passenger take-up rate of the Terminal ACTION bus service was good, particularly servicing the Tigerair arrival and departure passengers. Generally, Transport Canberra was surprised and delighted by this and the Airport was doing all it could to support this bus service. The service was regular, fundamentally on time and there had been no complaints so far from those utilising it.

7.5 Lighting at Pialligo

Noel advised lighting at Pialligo was an issue that required to be addressed with the ACT Government.

8. NEXT MEETING

It was noted that the next meeting was scheduled to be held on Thursday, 2 November 2017, to be confirmed by release of the agenda.

There being no further business, the Chair closed the meeting at approximately 4.00pm.