



**CANBERRA AIRPORT  
COMMUNITY AVIATION CONSULTATION GROUP**

**2.00pm – Thursday, 2 November 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 Susan Mulligan, Canberra Airport
Independent CACG Chair & representing Pialligo Residents Association (PRA)
North Canberra Community Council (NCCC)
Fernleigh Park Community Association (FPCA)
Inner South Canberra Community Council (ISCCC)
Tuggeranong Community Council (TCC)
Woden Valley Community Council (WVCC)
Jerrabomberra Residents Association (JRA)
Ridgeway Community Group (RCG)
Aero-Care
NSW Department of Planning & Environment (NSW DPE)
Queanbeyan-Palerang Regional Council (QPRC)
NSW South Region Business Enterprise Centre (SRBEC)
Airservices Australia (ASA)
Department of Infrastructure & Regional Development (DIRD) x 2
ACT Environment & Planning Directorate (EPD)

## SUMMARY OF ATTENDEES

Community Groups	8	Canberra Airport	2
		Aero-Care	1
Queanbeyan - Palerang Regional Council	1	ACT Government	1
Commonwealth Government		NSW Government	1
DIRD	2	SRBEC	1
ASA	1		
<b>TOTAL</b>	<b>18</b>		

### 1. MEETING FORMALITIES

#### 1.1 Welcome and Notation of Apologies

The meeting commenced at 2.05pm.

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

The following apologies were noted:

- ) Weston Creek Community Council
- ) Woden Valley Community Council
- ) Qantas Airways
- ) QantasLink
- ) Qantas Freight
- ) NSW Department of Planning & Environment
- ) VisitCanberra
- ) RAAF 34 Squadron
- ) Chief Minister, Treasury and Economic Development Directorate
- ) Aircraft Noise Ombudsman

#### 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 listed since the last meeting was noted.

#### **1.4b Notation of Meeting/Consultations**

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

### **2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 6 JULY 2017.**

**THE MEETING NOTES OF CACG MEETING HELD ON 6 JULY 2017 WERE ACCEPTED.**

### **3. CANBERRA AIRPORT**

The Meeting Brief (copy attached – *not attached to this version*) distributed with the agenda covering Items 3.1 to 3.8 was noted. An additional Meeting Brief providing information regarding passenger throughput for the year ended 30 June 2017 was tabled.

Noel offered the following additional comments with respect to the Meeting Briefs:

- ) The B777-300 aircraft to be operated by Qatar Airways was bigger than the aircraft currently utilised by Singapore Airlines; it being a B777-200.
- ) In response to a question about the runway, Noel advised that the B777-300 was well within what the runway could withstand. The runway had been upgraded in terms of strength and length in 2006 to B747 capability.
- ) Office development at Majura Business Park – Noel tabled images of the proposed building footprint and design. Pre-consultations with relevant stakeholders had commenced. A draft MDP was currently being prepared for circulation to government agencies prior to the Preliminary Draft MDP public consultation process to commence in late January 2018 for a period of sixty business days, however a shorter period for consultation may be requested from the Minister.
- ) ‘Constitution Place’ - An office/hotel/retail building of approximately 55,000 m<sup>2</sup> was being developed in the City. Pre-consultations with relevant stakeholders had commenced.
- ) Capital Estate Developments continued to progress the development of Denman Prospect.
- ) Brindabella Business Park was down to approximately no vacant office stock – CAG was therefore carefully considering its options with regard to developing more in demand stock, including moving its offices to near the Terminal in order to create vacant space in the precinct.

- J CAG office move – from 27 November 2017 CAG’s address is Level 4, Plaza Offices West, Terminal Avenue, Canberra Airport. The new office was approximately 2,000 m<sup>2</sup>.
- J CACG meetings would continue to be convened in the Gudgenby Room, 2 Brindabella Circuit.

The Chair asked for Noel’s view about the recent media articles on the frequency of cancellations of the Sydney-Canberra-Sydney route?

Noel advised it was about customer service and the Airport was very concerned that the airlines were not being held to the same accountability as airport operators. Customers find it very difficult to understand and Canberra Airport was attempting to open dialogue with the airlines and the government to resolve the issue in terms of the frequency of cancellations. We want the airlines to start thinking about their customers, our customers too and our community. The Canberra-Sydney-Canberra route competed with cars and the Murrays Buses low cost transport mode. If the airlines want this market they needed to substantially improve their customer service. This was not about the money, it was about ensuring customers made international flight connections and business people did not miss important meetings. Canberra Airport had started the debate and Sydney Airport had joined in the debate about a review of why this route was being so badly affected by cancellations and also the management of slots in Sydney. It was bad for tourism and bad for Canberra’s, Sydney’s and Australia’s reputation for customer service.

DIRD advised that the Productivity Commission was due to commence its next Inquiry into Economic Regulation of Airport Services some time in 2018.

Noel advised he had received an email from a resident at Carwoola NSW enquiring about a noticeable change in the amount of air traffic flying quite low over her property and asking if there had been a change to the way aircraft were routed over ‘my way’. He had asked for more specific information and would undertake to review that when it was received and, if required, consult ASA.

#### **4. REPORTS / PRESENTATIONS**

##### **4.1 Airservices Australia**

ASA introduced herself as the Community Engagement Manager for Airservices Australia, and explained that her job entailed managing CACGs at the national level. ASA had adopted a model of tasking the ATC Managers of airports with the responsibility of being the primary attendee at CACG meetings as they had the local knowledge. ASA advised that the ATC Manager for Canberra Airport had not been able to attend today’s meeting due to illness.

ASA explained ASA’s policy that any noise complaints or other relevant issues raised during CACG meetings should be directed to the ATC Manager and ASA would respond directly through the CACG Chair.

Discussion turned to consideration of a complaint by a Royalla resident that had been previously raised by FPCA and which had also been passed to ASA's NCIS for a response.

FPCA said the Royalla resident's complaint was about aircraft flying directly above his house and photographs had been taken confirming this to be the case. During a visit to the resident's house, FPCA noticed the noise from the Monaro Highway was far louder than the aircraft.

Noel advised the aircraft were on a Smart Track and what this resident was experiencing was Virgin Australia starting to fly RNP procedures with the aircraft likely flying over the property at over 3,000 feet on constant descent approach glide.

ASA said aircraft may from time-to-time fly slightly off the RNP. NCIS had responded with information to the Royalla resident and she asked if he was satisfied with the response?

FPCA said, no, he did not want the planes flying over his property.

DIRD said perhaps the NCIS might have to consider changing the messaging about flight tracks seeming to be over someone's property.

ASA said it was very difficult to explain and at the same time be empathetic to such complaints. She understood DIRD's point and undertook to consult NCIS.

ASA then spoke to a Powerpoint presentation (attached – *not attached to this version*).

Following the presentation, ASA undertook to provide more detail about the Jerrabomberra complaint and provide clarity about the 'Currawong' complaint.

## **5. REPORTS**

### **5.1 Community Groups**

#### Fernleigh Park Community Association

##### a) Project X-Wing Drone Trial

Noel advised that Canberra Airport had been in frequent dialogue with CASA about drones in terms of Canberra's terrain with some (Googong etc) penetrating the Obstacle Limitation Surface (OLS). It was ironic that cranes could not be erected without approval if they penetrated the OLS, and yet drones could be flown through the OLS. CASA was in the process of reviewing its rules for drone operation. Drones were a safety hazard to aircraft and since there had been some sightings, the Airport was keen to maintain the dialogue with CASA to mitigate the risk of a drone colliding with an aircraft. The concerns with the drone trial at Fernleigh Park were that drones had been flown across flight paths that were frequently utilised by emergency services and that there had been no consultation with the Airport or the airlines before commencement of the trial.

b) RNP Smart Tracking

ASA's Powerpoint presentation in part responded to this issue.

Noel said it depended on the sequencing and now most of the B737's were flying Smart Track. The Squadron 34 Boeing Business Jets also fly RNP but the smaller Squadron 34 aircraft do not and it would appear that the A330-200 aircraft do not fly RNP either.

JRA asked if, technically, an aircraft could fly RNP without utilising the Jerrabomberra by-pass?

Noel advised the aircraft could not deviate as the procedure was programmed into the aircraft's computer. He undertook to clarify with ASA to confirm that was the case.

JRA asked if Tigerair aircraft would fly RNP in the future?

Noel advised maybe, but Tigerair currently flew A320s which were being phased-out of its fleet and B737-800s would be rolled-in out of the VA fleet. VA would take delivery of new B737-800s. To his knowledge, he believed Tigerair pilots would need to be trained because the B737-800s in the VA fleet were already flying the RNP. More would come to light next year when the changes to the fleet were implemented.

c) Arrivals and Departures display – to be kept current

Noel undertook to enquire.

Ridgeway Community Group

RCG spoke to the Meeting Brief and Noel offered the following comments:

- J The ASA website provided data on aircraft movements at all airports. Canberra Airport data for aircraft over 136 tonnes:
  - 2016 Financial Year Total (as at June 2016) = 12
  - 2016 Calendar Year Totals (as at December 2016) = 242
  - 2017 Financial Year Total (as at June 2017) = 664  
None on the cross runway.
  - 2017 Calendar Year Totals (as at September 2017) = 628  
Noting a big increase in helicopter movements due to the activity generated by the training school.
  - 2018 Financial Year Total (as at September 2017) = 200
- J The 2014 Master Plan forecasts 2018/19 Base Case international aircraft movements of 1,951 per annum.
- J With Qatar flying 7 days a week, added to the SQ flights, there would be 1,560 movements which did not include VIPs, heads of state, A330 Defence aircraft or the RAAF Boeing heavy lifter fleet.
- J Therefore, the expectation was that Canberra Airport would probably have around 2,000 movements in the 2018/19 year with Qatar starting up, normal diplomatic movements and Defence flights.

J Canberra Airport used to have 54 turbo-prop movements a day – they would now be 5 a week, other than the small aircraft that flies to Newcastle and Dubbo.

RCG noted the significant change in movements over the last decade which had been very apparent to the Ridgeway community.

Noel advised that SQ would not fly RNP because the B777-200 had been earmarked to exit the fleet. During a meeting in Changi, Noel advised the SQ pilots had told him the next aircraft in its fleet would be the B787-10 (delivered from April 2018) and the pilots did not know if it would fly RNP at this stage. The B787-10 was a bigger aircraft with a 300 seat capacity.

JRA commented that the current SQ flights schedule worked well for the Jerrabomberra community, however if it were to change to bring the aircraft in after midnight and not fly RNP, that would present a different scenario.

Noel said the Airport did its best to work with the communities.

#### Jerrabomberra Residents Association – Questions re RNP use

JRA's questions with regard to RNP use were canvassed during ASA's Powerpoint presentation.

The community group Meeting Briefs are attached.

## **5.2 NSW Department of Planning and Environment Update**

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

NSW DPE provided copies of the South East and Tablelands Regional Plan. He mentioned that the document included a direction to ensure that Canberra Airport was protected as an important asset for the region. He said the NSW Chief Planner had stated that it was up to all stakeholders to ensure that the actions and directions were implemented for growth in the region.

A link to the document is provided below:

<http://www.planning.nsw.gov.au/~media/Files/DPE/Plans-and-policies/south-east-and-tableland-regional-plan-2017-07.ashx>

Noel advised the Airport had been involved in the consultation process over this document and was satisfied with the outcomes so far as it included a number of initiatives that would be good for the region. The Airport was particularly pleased there was an implementation plan separate to the main document and an annual review would be undertaken to track progress. The Airport took the view the document represented a big leap forward for cross-border co-operation.

Noel advised a draft NSW Future Transport Strategy was released last week and the Airport would prepare and lodge a submission by the deadline of 3 December.

### **5.3 Queanbeyan-Palerang Regional Council Update**

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

QPRC further advised that following several workshops, the Council was working to develop its first Regional Economic Development Strategy to guide economic activity and investment in the region. The contact for this project was the Council's Economic Development Manager.

### **5.4 ACT Government Update**

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

The discussion turned to a preliminary guideline relating to Managing the Risk in Public Safety Zones (PSZ) at the ends of runways (to ensure that no significant development was constructed at the end of runways) released for targeted industry consultation, including Canberra Airport, and its relevance to the proposed waste to energy facility in Ipswich Street, Fyshwick.

EPD advised other controls would apply to that facility, such as the Environment Impact Statement (EIS) process.

ISCCC said the proposal at Fyshwick was 2.7km from the end of the runway and about 200,000 tonnes of waste would be incinerated. It was proposed that a further 150,000 tonnes of waste per year be imported from NSW. The facility would have two 32m high smoke stacks.

Noel advised the Airport had provided comment on both the Hume and Fyshwick proposals seeking additional information, including RLs, the extent of the heat and velocity of the emissions etc. The Airport had more concerns about the Hume proposal, but would review the additional information received about the Fyshwick facility to ensure it did not present a safety hazard to aircraft. The Airport was not supporting the proposal but had mapped its exact location given light aircraft as well as the RAAF Challenger fly directly over that area. The Airport was also concerned about smoke going across the final leg of the flight path. He noted that residents in South Canberra had voiced their concerns about the facility, including through the ISCCC. The Airport had alerted Airservices Australia and CASA to both these proposals.

JRA asked if the Airport was aware of the potential volcano pop-up tip at Hume?

Noel advised the Airport was aware of it but could not do anything about it. The ACT authorities were aware of the Airport's concerns.

TCC said it was a significant issue for the Tuggeranong community. The TCC had met with representatives of nearby businesses who had expressed concerns about the tip being three storeys high and including asbestos. The ongoing concerns had been communicated to the relevant Ministers.

## 6. OTHER BUSINESS AS RAISED AT THE MEETING

### 6.1 2017 CACG Chairs Forum – Report by Bob Ross, Chair, Canberra CACG

The Chair reported as follows:

- ) Aviation Adviser from Office of the Minister for Infrastructure and Transport, provided a briefing on Aviation Policy and Divisional Priorities.
- ) Perfluorinated Chemicals and Building Cladding – A lot of research was ongoing to determine trigger levels. The issue was not isolated to airports with industrial sites and fire stations were also affected.

DIRD confirmed a great deal of work at all levels of government through health agencies etc. was being undertaken to (amongst other things) draft an Environment Management Plan to provide guidance on how to remediate PFAS contaminated sites. The issue understandably animated people, but in terms of fire-fighting foams only 3% of the contaminated material (PFAS) ever went into fire-fighting foams with 97% going into everything else in our homes – scotchguard products, non-stick cookware (Teflon) etc. Fire Stations and fire-fighting training grounds at aerodromes presented potential contaminated ‘hot spots’ as well as Defence sites around the country.

- ) Western Sydney Airport – A presentation was provided on how the process was being managed to develop the Airport which was due for completion in 2026.
- ) Remotely Piloted Aviation Systems (Drones) and concerns about non-registered operators of large drones.
- ) Air Cargo Security strengthening.
- ) Presentation by the Aircraft Noise Ombudsman about the role of the ANO.
- ) Airservices Australia stakeholder engagement briefing and where noise complaints should be directed.
- ) National Airports Safeguarding Framework (NASF) and Airspace Protection.
- ) Aviation Regulations Sunsetting.

The 2017 CAG Chairs Meeting Summary is attached.

### 6.2 Waste Management at Canberra Airport

ISCCC enquired if there was any data publicly available on waste volumes collected at the Airport?

Noel advised the Airport managed its own waste, including what came out of the Terminal lounges. Work had commenced on a special waste room at the Terminal which was not currently operating. Twin bins had also been installed at the Terminal. CAG staff had recycling bins at their desks. It was noted that Canberra Airport had won awards for its waste management initiatives. CAG had also constructed the first Five Star Green Star building at the Brindabella Business Park.

## **8. NEXT MEETING**

It was noted that the next meeting was scheduled to be held on Thursday, 19 April 2018, to be confirmed by release of the agenda.

There being no further business, the Chair closed the meeting at approximately 3.45pm.