



**CANBERRA AIRPORT  
COMMUNITY AVIATION CONSULTATION GROUP**

**2.00pm – Thursday, 5 April 2018**

**Murrumbidgee Room, Ground Floor, 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)
Gungahlin Community Council (GCC)
Inner South Canberra Community Council (ISCCC)
Tuggeranong Community Council (TCC)
Woden Valley Community Council
Jerrabomberra Residents Association (JRA)
Ridgeway Community Group (RCG)
Aero-Care
Queanbeyan-Palerang Regional Council (QPRC)
NSW South Region Business Enterprise Centre (SRBEC)
Airserices Australia (ASA)
Department of Infrastructure, Regional Development & Cities (DIRDC)
RAAF 34 Squadron (RAAF)
ACT Chief Minister, Treasury & Economic Development Directorate (CMTEDD)
ACT Environment & Planning Directorate (EPD)

## SUMMARY OF ATTENDEES

Community Groups	9	Canberra Airport	2
		Aero-Care	1
Queanbeyan - Palerang Regional Council	1	ACT Government	2
Commonwealth Government		SRBEC	1
DIRD	2		
ASA	1		
DoD	1		
<b>TOTAL</b>	<b>20</b>		

### 1. MEETING FORMALITIES

#### 1.1 Welcome and Notation of Apologies

The meeting commenced at 2.00pm.

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

The following apologies were noted:

- ) Weston Creek Community Council
- ) Inner South Canberra Community Council
- ) Qantas Airways
- ) QantasLink
- ) Qantas Freight
- ) NSW Department of Planning & Environment
- ) Queanbeyan-Palerang Regional Council
- ) VisitCanberra
- ) Airservices Australia ATC
- ) RAAF 34 Squadron
- ) ACT Environment & Planning 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.

The email address and mobile number for Bob Ross, Chair of CACG, are provided on page one of these Meeting Notes.

### **1.3 2017 CACG Representation**

Persons nominated to represent their community groups on CACG for 2018 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 2018 to date and provided with the agenda papers was noted.

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

**THE MEETING NOTES OF CACG MEETING HELD ON 2 NOVEMBER 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 3.6 was noted. Noel offered the following additional comments:

- J 22 March 2018 marked the 20<sup>th</sup> Anniversary of the Snow family's acquisition of the long-term lease for the Airport. To commemorate this milestone, a function for staff and partners was held in Hangar 47.
- J Qatar Airways had commenced a daily flight to Canberra via Sydney primarily due to slot benefits in Sydney. From 1 May, Singapore Airlines would fly daily direct to Singapore from Canberra departing at approximately 11.15pm. Both aircraft operated by the airlines were long-range and Canberra Airport was working with QR and SQ to ensure these daily services were successful.
- J There were many opportunities for growing inbound passengers and the feedback from the local business community about SQ had been very positive.
- J Following a question with regard to numbers of outbound passengers for both international airlines, Noel advised QR originally had a cap of 50 pax going out and now it was more likely 70 or 80 outbound pax per flight. SQ had been doing very well with pax loads of 100+.
- J SRBEC said he had observed hardly any advertising for Canberra Airport in regional areas and mentioned Parkes and Orange in particular.
- J Noel advised he planned to soon consult with regional councils. Orange would have freight opportunities and although the Airport had discussed freight opportunities with cherry growers, they had not commenced exporting.

- J The Airport continued dialogue with an international dedicated freighter, however no agreement had yet been reached. Cathay had indicated it could operate out of Hangar 47 and would give six months' prior notice of commencement of operations to allow Canberra Airport to build cool rooms etc. Cathay was currently focused on inbound freight and we are talking to them about outbound freight.

WVCC enquired about international lounges. Noel advised SQ business class passengers currently utilised the Virgin lounge. The international departure lounge had been designed to cater for all classes. SQ had raised the prospect of a separate lounge but QR had not shown any interest. There were design solutions and flexibility in functionality should that be required.

- J JRA advised her business had utilised SQ to export products which had worked very well. Although she had tried to utilise QR to export, she believed there was an embargo on where QR handled freight and the Operations Manager had been unable to assist with an explanation. It was a lost opportunity. Noel said he would investigate as he was not aware of that and Canberra Airport had not embargoed QR or customs.
- J With respect to a Low Cost Carrier, Noel advised the Airport was trying to attract both international and domestic airlines in partnership with the ACT Government.
- J Following a question from ISCCC about where the majority of people working at the Airport lived, Noel advised the major areas were Queanbeyan, Jerrabomberra (due to Defence Housing's purchase of property and 30% of the population being employed in Defence), Tuggeranong and Gungahlin, but that would change by the end of the year when the Department of Home Affairs staff moved into 3 Molonglo Drive given much of the staff would be moving from offices in the City and Belconnen.
- J Currently there were close to 12,000 people working in the Airport precincts and that would rise to approximately 17,000 by the end of 2019.
- J The Constitution Place development was due for completion in 2020.
- J There were currently 200 families in occupation at Denman Prospect and 280 expected by Christmas 2018. The overall population would be 9-10,000 people.
- J With regard to the Airport's communications, TCC asked if it was possible to have a link directly to the latest edition of The Hub from community group websites? Noel said he would investigate that possibility.
- J Noel advised that tickets for the Open Day on 8 April had reached over 22,000. Whilst the event was free, tickets through Event Brite were essential. The Airport had collaborated with Transport Canberra to provide park and ride buses from the City and Russell Hill to ease traffic congestion.

## **4. REPORTS / PRESENTATIONS**

### **4.1 Airservices Australia**

ASA spoke to the ASA Powerpoint presentation (copy attached – *not attached to this version*).

Noel advised that from mid-July and future winters, more straight-in approaches would be expected due to the commencement of Category II operations which would allow a pilot to make a decision about landing in low visibility operations at 100 feet instead of 200 feet. This meant over 90% of aircraft would be able to land on first approach.

In response to a question from WVCC as to why the larger aircraft did not use RNP, ASA said it was probably to do with pilot training, however it would be in their best interests to use RNP.

The Chair spoke to the letter (copy attached – *not attached to this version*) he had received from Airservices in response to questions he had raised about helicopters overflying properties whilst operating joy flights in and out of the Pialligo Estate during an ‘Open Day’ event. He advised of a good outcome following a meeting with Canberra Helicopters at their base in that the procedures had been changed so that the helicopters would not fly over properties nearby the Pialligo Estate.

## **5. REPORTS**

### **5.1 Community Groups**

#### **5.1.1 Meeting Briefs**

##### Fernleigh Park Community Association

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

In response to a question from FPCA about carparking and the proposed Majura Office Park development, Noel advised more carparks would be built and there would be more policing of the retail carparks. The Airport provided carparking for six persons per 100m<sup>2</sup>.

##### Ridgeway Community Group

RCG spoke to the Meeting Brief (copy attached – *not attached to this version*), adding that a negative was SQ flying every day instead of four days per week. He also mentioned that turboprops had been observed flying over residences.

Noel advised not many turboprops used the cross-runway unless there was a north-westerly wind and he doubted if community members would hear them because of the wind speed.

RCG noted the Airport was aware of the community’s concerns. It was the late night SQ departures that were of most concern for residents on the northside of the Ridgeway.

### 5.1.2 Inner South Canberra Community Council

ISCCC spoke to the Meeting Brief (copy attached – *not attached to this version*) about the proposal for a waste transfer station and intermodal freight hub at Fyshwick outlining its operational process and also offered the following comments:

- ) The National Aviation Safeguarding Framework (NASF) Guideline C “*Managing the Risk of Wildlife Strikes in the Vicinity of Airports*” indicated that these sorts of facilities attracted wildlife and birds. The proposed development was fairly close to the Jerrabomberra Wetlands and within 2.5km of the flight path.
- ) The proponents have indicated it would be a very large building with truck movements every five minutes.
- ) From a risk management and safety perspective for the Airport, it would be important for the Airport to ensure mitigation actions were undertaken to be satisfied that the proponents could manage the facility at the scale proposed.
- ) The proponents were yet to submit a revised EIS.
- ) The scale of the building proposed was larger than the one in Sydney. If there was not enough waste in Canberra to keep the facility operational seven days a week, it was proposed to import waste from other sources. The facility would be situated on a railway line.

Noel advised the following:

- ) This proposal was originally put forward with furnaces and the Airport had been in consultation with CASA and Airservices since becoming aware of the proposal, having regard to NASF Guideline C.
- ) There had then been a modification to the proposal to delete the furnaces.
- ) CASA had already approved the proposal with the furnaces and continued to support the current proposal. Neither was Airservices objecting to the proposal.
- ) The Airport had not objected to the proposal and had opted to take an open mind approach.
- ) A DA had not been released.
- ) The proponents were well aware of the Airport’s concerns about the facility attracting birds and the Airport would ensure the facility was not a threat to aircraft.
- ) The Airport continued to have issues with the concrete recycling facility as builders’ placed food in skips taken to the facility which in turn attracts birds.
- ) At this stage the Airport had no objections to the proposal, however it would review the DA when it was released and may offer further comment.
- ) The Airport understood and respected the ISCCC view.
- ) With regard to a question from ISCCC about Guideline C and the Airport’s Risk Management Plan, Noel advised the Airport had worked with the ACT Government to curtail further development of the Jerrabomberra Wetlands as a major bird attractor as well as expansion of the Red Hill tip. The Airport fully understood its responsibilities and obligations under Guideline C. The regulated airspace was a 15km radius of the airport. The Airport had mapped all considerations of Guideline C and had dealings with the ACT Government and the National Capital Authority.

- J The Airport believed not having the furnaces was a better outcome for this facility and CASA did not have a problem with them or the prospect of bird attraction.

### 5.1.3 Tuggeranong Community Council

TCC provided an updated on the drone trials in the Tuggeranong Valley:

- J Project Wing representatives had attended the TCC meeting on 3 April providing a presentation on the trial of drone delivery (food and prescriptions) with a limited number of householders in Tuggeranong. CASA had approved the trial only.
- J 30-40 people attended the meeting with some raising privacy and noise concerns when drones overflow residences. Concerns had also been raised by the Tuggeranong Dog Training park.
- J Project Wing's long-term ambition was to establish hubs around Canberra.

Noel advised the Airport had raised a number of issues with CASA about the operation of drones, including they were currently permitted to fly 400 feet with no regard to whether the operator was at ground level or positioned on a hill. The Airport was in favour of establishing drone buffer zones around airports. The fact was that Airservices ATC had control of all aircraft except drones. As the location for the trial was more than 13km from the airport, it was less of a concern but there were plenty of aircraft in the area. It should also be borne in mind that the Emergency Services helicopters based at Hume were permitted to fly directly to wherever they were required to go.

CMTEDD advised this trial would inform the ACT Government's regulation around drones.

TCC asked if the Tralee Aerodrome still existed and ASA confirmed it did.

## 5.2 Queanbeyan-Palerang Regional Council Update

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

QPRC advised that the Ellerton Drive Extension works had commenced. Expected to be completed in 2020, the extension would provide an alternate route around the Queanbeyan CBD and connect east and west Queanbeyan to the new southern population growth areas.

JRA believed that once the Tomsitt Drive and old Cooma Road works commenced, more traffic would utilise Pialligo Avenue.

## 5.3 ACT Government Update

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

## 5.4 NSW Department of Planning and Environment Update

In the absence of DPE, Noel spoke to the Meeting Brief (copy attached – *not attached to this version*).

## **6. OTHER BUSINESS AS RAISED AT THE MEETING**

JRA suggested a visit by CACG to the Toll Helicopters base to gain a better understanding of their operations, as well as an appreciation for what they did, would be useful as currently they seemed to be flying over a lot of residences.

Noel said the helicopters were managed by ATC and the Toll helicopter was much bigger than the helicopter operated by Southcare. Noel would take JRA's suggestion of a visit on notice.

ASA advised the Medivac could go wherever it wanted.

## **8. NEXT MEETING**

It was noted that the next meeting was scheduled to be held on Thursday, 12 July 2018, to be confirmed by release of the agenda.

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