



**CANBERRA AIRPORT  
COMMUNITY AVIATION CONSULTATION GROUP**

**2.00pm – Thursday, 24 October 2019  
Gudgenby Room, Level 1, 2 Brindabella Circuit, Brindabella Business Park**

**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, Executive Assistant, Canberra Airport Natalia Weglarz, Town Planner, Canberra Airport
Independent CACG Chair & representing Pialligo Residents Association (PRA)
North Canberra Community Council (NCCC)
Fernleigh Park Community Association (FPCA)
Jerrabomberra Residents Association (JRA)
Ridgeway Community Group (RCG)
Tuggeranong Community Council (TCC)
Queanbeyan-Palerang Regional Council (QPRC)
Airservices Australia (ASA)
Department of Infrastructure, Transport, Cities and Regional Development (DITCRD)
ACT Environment, Planning and Sustainable Development Directorate (EPSDD)
Aircraft Noise Ombudsman (ANO)

## SUMMARY OF ATTENDEES

Community Groups Note: Chair represents 2	6	Canberra Airport	3
Queanbeyan-Palerang Regional Council	1	ACT Government	1
NSW DPE	0		
NSW SRBEC	0		
Commonwealth Government		<b>Total</b>	<b>16</b>
DITCRD	2		
ASA	1		
ANO	2		

### 1. MEETING FORMALITIES

#### 1.1 Welcome and Notation of Apologies

The meeting commenced at 2.00pm.

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

The following apologies were noted:

- ) Gungahlin Community Council
- ) Inner South Canberra Community Council
- ) Weston Creek Community Council
- ) Qantas Airways
- ) QantasLink
- ) Qantas Freight
- ) Swissport
- ) Queanbeyan-Palerang Regional Council
- ) NSW Department of Planning, Industry and Environment
- ) NSW South Region Business Enterprise Centre
- ) RAAF 34 Squadron
- ) NSW Department of Planning, Industry and Environment
- ) Department of Infrastructure, Transport, Cities and Regional Development

#### 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 2019 CACG Representation**

Persons nominated to represent their community groups on CACG for 2019 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 2019 to date was noted.

The Chair advised FPCA, who had attended the Chairs Forum meeting hosted by the Department in his stead, would provide a report under Other Business.

## **2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 25 JULY 2019**

**The Meeting Notes of CACG Meeting held on 25 July 2019 were accepted.**

## **3. CANBERRA AIRPORT**

- 3.1 2020 Master Plan – update**
- 3.2 Airlines, passengers and freight**
- 3.3 Airport infrastructure**
- 3.4 Airport Development**
- 3.5 Consultation, including CRJO**
- 3.6 Communications**

The Meeting Brief distributed with the agenda covering the above agenda items was noted.

Mr McCann spoke to the Powerpoint presentation about the Airport's Preliminary Draft 2020 Master Plan and then took questions.

TCC asked if the proposed extension of apron to the east over the carpark next to the Qantas Hangar would require reinforcement to accommodate aircraft?

Mr McCann advised yes, it would.

FPCA asked if the Department of Defence would assist with funding the expansion of the Special Purpose Aircraft (SPA)?

Mr McCann advised yes. The expansion would be required to accommodate the long-range fleet.

TCC asked if the Air Traffic Control Tower would need to move?

Mr McCann advised it would not need to move. Would Canberra Airport get a new control tower? This had been the subject of discussion for over ten years. Airservices had undertaken studies that would place a new tower in the eastern grass area. The Master Plan included a digital tower in response to an Airservices press release, but there has not been much reported since.

EPSDD advised no news with regard to the Eastern Broadacre, however confirmed there would be no residential in the Eastern Broadacre employment investigation areas and the Planning Strategy provided more detail in that regard.

JRA said there were now more houses in Jerrabomberra captured by the new ANEF for Canberra Airport which meant that if someone wanted to do renovations to their house a new condition would apply in terms of noise attenuation with regard to AS2021:2015 and Table 3.3.

Mr McCann said that was correct.

JRA advised she had read the Master Plan and normally these documents were written with the same tone, however Chapter 7 seemed to have a different tone. She also asked what RPT stood for which was only referred to in Chapter 7 as it was not included in the abbreviations. Mr McCann advised Regular Public Transport.

JRA also referred to Figure 2.1: Canberra and surrounding region (Total Catchment for Canberra Airport is 951,293) and pointed out that the Sydney Master Plan had a 'feeder region' that overlapped the Canberra Figure 2.1. Western Sydney Airport's 'feeder region' fits over everything else. Was that not "triple counting"?

Mr McCann advised people would go to whichever airport made their travel experience easier. Canberra has people travelling in and out of the Southern Tablelands. Whilst WSA should pick those people up, it depends on where they were flying to. Shoalhaven residents advise they prefer travelling through Canberra Airport as the carparking is cheaper.

The Chair commented that whilst the catchment areas may overlap, they represented an aspiration for those airports.

JRA queried whether the catchment data had been fed into the new ANEF model as Mr McCann had previously stated that the ANEF 20 contour had changed shape because the data had been updated.

Mr McCann advised the ANEF model had been updated. He clarified that he had said at the Jerrabomberra Residents Association meeting on 24 September that the new model measured more side noise. The models were not about the population, they were about size and type of aircraft. WSA had also been factored into what had been forecast for Canberra Airport. Whilst Canberra Airport did not believe it would lose a lot of passengers through WSA, he could not be sure by how much WSO might erode Sydney Airport's catchment.

JRA asked about the proposed Jerrabomberra High School and whether Mr McCann had any knowledge about the location of the school?

Mr McCann advised no, the NSW Department of Education had not been in contact.

RGA asked if the airlines proposed to phase-out the Dash 8 aircraft?

Mr McCann said he did not know. However, the smallest turbo prop was used by Pelican and Qantas sometimes used Dash 8s on the RWY 30 approach, but not all the time.

TCC advised he would like to pass on the Tuggeranong Community Council's appreciation to Mr McCann for attending the meeting on 1 October and providing a presentation on the Master Plan.

#### **4. AIRSERVICES AUSTRALIA**

##### **4.1 General Briefing, including Noise Complaints and Flight Paths**

ASA spoke to the Powerpoint presentation.

JRA enquired about the A350-1000 and whether it could fly the RNP and whether the expectation was that it would be quieter?

Mr McCann advised Qatar Airways had not advised Canberra Airport if the A350-1000 was capable of flying the RNP and they had not requested it.

ASA said he expected it to be quieter because it was a new aircraft and Mr McCann added it would be quieter notionally on arrival but it would climb slower.

ASA advised Virgin Australia were improving RNP usage.

In concluding his presentation, ASA informed the meeting of a series of information videos that were available on the Airservices website.

##### **4.2 Response from Airservices to second letter from Bob Ross requesting short-term portable noise monitor at The Ridgeway, Queanbeyan, NSW**

Ms Mulligan undertook to follow-up a response with Airservices' NCIS.

#### **5. REPORTS**

##### **5.1 Community Groups**

No written reports were tabled.

## **5.2 Department of Infrastructure, Regional Development and Cities**

- a) National Airports Safeguarding Framework (NASF)

DITCRD spoke to the Meeting brief.

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

- a) Economic Development
- b) Roads – Queanbeyan Road 92 to Braidwood, Ellerton Drive Extension, Old Cooma Road upgrades
- c) Approval and development progress South and West Jerrabomberra, including South and North Tralee, Poplars and Forest lands
- d) OLS Approvals at Googong Urban Release Area and LGA generally
- e) Environa Solar Farm status

QPRC spoke to the Meeting Brief.

## **5.4 ACT Government Update**

- a) 2018 ACT Planning Strategy
- b) International Engagement
- c) Eastern Broadacre – Draft Plan release
- d) Implementation of NASF
- e) Moving Canberra – progress
- f) Duplication of Pialligo Avenue to Queanbeyan
- g) Territory Plan review - program

EPSDD spoke to the Meeting Brief. With respect to the Eastern Broadacre, public consultation had unfortunately been delayed and EPSDD would update its website to reflect the latest position. Hopefully it would commence early in the new year.

With regard to the duplication of Pialligo Avenue to Queanbeyan, Mr Ross asked if the Pialligo residents were considered as ‘key stakeholders’? He urged the ACT Government to keep the residents informed and up-to-date with the project.

JRA believed the Queanbeyan community should be consulted as well.

EPSDD said perhaps EPSDD would do an options analysis, but he would take the comments on notice.

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

- a) South and West Jerrabomberra
- b) Implementation of NASF
- c) Implementation and monitoring of South East and Tablelands Regional Plan 2036
- d) Future Transport 2056 – Regional NSW Services and Infrastructure Plan

The Meeting Brief was noted.

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

FPCA spoke to his notes of the CACG Chairs Meeting which he attended on behalf of Mr Ross on 11-12 September 2019.

TCC asked if there had been any concerns raised by pilots about the solar farms?

Mr McCann advised the only feedback received was about the vineyard. The solar farms at Royalla and Hume do not seem to be much of an issue.

ASA advised ATC had not received any comments from pilots.

TCC asked ANO whether she had heard about the major issues concerning drone noise with 'Project Wing' when it was operating in Tuggeranong? The project had now moved to the other side of Canberra.

ANO advised she was not aware of any issues but would be interested to know if the NCIS had received any complaints. She further understood that the Government was doing work to develop some form of policy on drones.

ASA was not aware of any complaints about drone noise received by NCIS.

Mr McCann advised that regulatory changes required airports to enhance domestic screening and work was underway at Canberra Airport in order to comply with the Government regulations. Canberra Airport was mindful of making the screening area design as simple as possible for travelers. There had been some pushback from airports because they believed the requirements were too stringent.

## **7. NEXT MEETING**

It was noted that the next meeting was proposed for Thursday, 19 March 2020