



**CANBERRA AIRPORT
COMMUNITY AVIATION CONSULTATION GROUP**

**2.00pm – Thursday, 25 July 2019
Ringer Room, CA Office, Level 4, Plaza Offices West, 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 Kathryn Scarano, Assistant Manager Planning and Environment, Canberra Airport Susan Mulligan, Executive Assistant, Canberra Airport Thomas Riepler, Planning and Government Relations Officer 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)
NSW Department of Planning & Environment (NSW DPE)
NSW South Region Business Enterprise Centre (SRBEC)
Airservices Australia (ASA)
Department of Infrastructure, Transport, Cities and Regional Development (DITCRD)
Chief Minister, Treasury & Economic Development Directorate (CMTEDD)

SUMMARY OF ATTENDEES

Community Groups	5	Canberra Airport	4
Queanbeyan-Palerang Regional Council	0		
NSW DPE	0	ACT Government	1
NSW SRBEC	1		
Commonwealth Government			
DITCRD	2		
ASA	1	Total	14

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:

-) Inner South Canberra Community Council
-) Weston Creek Community Council
-) Tuggeranong Community Council
-) Qantas Airways
-) QantasLink
-) Qantas Freight
-) Swissport
-) NSW Department of Planning & Environment
-) Queanbeyan-Palerang Regional Council
-) VisitCanberra
-) Airservices Australia ATC
-) RAAF 34 Squadron
-) NSW Department of Planning, Industry and Environment
-) Aircraft Noise Ombudsman
-) Department of Infrastructure, Transport, Cities and Regional Development
-) Planning, Environment and Sustainable Development 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.

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

The 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 had agreed to attend the Chairs Forum meeting hosted by the Department in his stead as he would be overseas at the time.

2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 21 MARCH 2019

The Meeting Notes of CACG Meeting held on 21 March 2019 were accepted.

RCG requested a minor correction at Item 4/page 6 of the minutes (question asked of Airservices about SmartTracking by JRA and not RCG) and Ms Mulligan subsequently corrected the record to this effect.

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 offering the following additional comments:

- J Canberra Airport's main runway was capable of accommodating long-haul flights of 10-14 hours;
- J CAT II lighting had been operational for a year, however CAT II operations at the Airport did not commence until 20 May 2019 due to unforeseen delays with the installation of stop bars.

- J CAT I capable aircraft decision height was 201 feet above the runway, or 500m south of Pialligo Avenue.
- J CAT II capable aircraft decision height was 101 feet above the runway, or 400m inside the airside fence.

Following a comment from JRA about the Qantas Airways flight cancellations to Sydney and how that averted attention away from the good things happening at the Airport, Mr McCann advised whilst relations with QF had improved cancellations continued to have an impact on Canberra Region passengers and this had not gone unnoticed by various politicians.

- J There had been plenty of media about the redesign of the F&B and Retail offerings in the Terminal. Work had commenced with the first stage of F&B and Retail expected to open by December this year with the second stage in early 2020. The Airport had included in the tender a preference for 50% local content.

FPCA asked if the bar would be open over the Christmas holiday period and Mr McCann confirmed a bar would be open.

Mr McCann advised the current F&B tenants had not been successful in the tender process, although they had been included, and were required to make good. The new infrastructure would provide more vision through to the gates.

- J The Airport has been working on a new Aircraft Noise Exposure Forecast (ANEF) with Airservices Australia to finalise short and long-term tracks.
- J Departure tracks (Standard Instrument Departures - SIDS) - some tracks have been refined in the modelling. 26% of the tracks would be on the ILS compared to the Jerrabomberra by-pass or RNP SmartTrack which was about 74%.
- J Arrival tracks (Standard Terminal Arrival Routes – STARS) for the SmartTrack joins the extended runway centreline at the NSW border approximately 3 nautical miles (5.6km) south of the touchdown zone (Tomsitt Drive is 7km). There was a proposal to bring the STARS in 8 nautical miles (13km) for the straight-in approach, however Airservices requested they remain at 14 nautical miles (22.5km) where they currently are and for the long-term.
- J The Airport expected Airservices to implement the same technology (ILS and other navigational aids) for RWY 17 arrivals in the short-term.
- J In late 2014, Airservices amended the RWY 35 SID to require jet aircraft to reach a waypoint north of Gungahlin before turning to destination. This resulted in aircraft generally flying over non-residential land (west of Hall). The Airport intends to again liaise with Airservices to determine if an expansion in the relevant noise abatement area is feasible.

Mr McCann advised with respect to the ANEF, the Airport had consulted the National Capital Authority, ACT Planning, NSW Planning, Queanbeyan-Palerang Regional Council, Yass Valley Council, the Village Building Company and others with feedback received last Friday. The process of finalising the new 2019 ANEF for Canberra Airport had commenced in September 2019 with consideration of a new aircraft mix,

refinement of the tracks and refinement of the runway capacity. The projected number of flights was 280,120 per annum. It was expected that Airservices would formally endorse the new 2019 ANEF in early August.

The Airport had also discussed with Airservices how many High Speed Exits (HSE) were required to be factored into the future. One HSE had been approved in an MDP in 2004, however the Airport did not intend to build an HSE yet.

Mr McCann advised approximately 140 more houses in Jerrabomberra would now be inside the ANEF 20 contour.

JRA asked where those homes were located and why were they now inside the ANEF 20 contour?

Mr McCann advised the homes were in-between the current and new ANEF and he was in the process of obtaining better mapping. The fact was that 620 houses located outside the noise abatement area were now inside the ANEF 20.

-) Growing the Canberra Region visitor economy from 5.21 million visitors in 2018 was a major ambition, particularly to grow international visitors from 252,000.
-) The Department of Tourism was due to release its 2030 strategy and the ACT Government would revise its 2020 strategy in the ten-year term. The aim was to have all relevant stakeholders working together to grow the visitor economy.
-) The CRJO was focussed about tourism being the “low hanging fruit”.
-) In terms of freight, Pak Fresh had acquired the relevant approvals to commence loading tonnes of freight onto SQ and QR aircraft. Prior to Pak Fresh having the approvals, QR believed it was cheaper to load freight in Sydney rather than Canberra.
-) Sydney and Melbourne were getting congested and difficult, however those aerodromes had frequency which Canberra did not enjoy.
-) There appeared to be a will to trial Canberra as an alternative to Sydney and Melbourne and Canberra Airport’s expectation was that there was a demand for sheep meat in boxes to the Middle East.

Prior to the meeting closing, Mr McCann advised the Preliminary Draft 2020 Master Plan was approximately three weeks away from being released, subject to Airservices’ endorsement of the new 2019 ANEF. Once released, the sixty business days consultation period would commence, including with community groups and other relevant stakeholders during September/October. The Airport would also consult the Chair in terms of convening a CACG meeting in October.

4. AIRSERVICES AUSTRALIA

4.1 General Briefing, including Noise Complaints and Flight Paths

ASA spoke to the Powerpoint presentation.

He noted RNP AR use had decreased in June given the majority of 737s would elect to fly the ILS in low visibility conditions.

Following a request for information on which suburbs had lodged a complaint, Ms Mulligan undertook to provide the relevant data in these minutes as follows:

2019	Suburb	Reason
January	Campbell	Training
	Wanniassa	General Aviation
February	Forrest	Standard Operation
	Queanbeyan	Circuit training – fixed wing
March	The Ridgeway	Standard flight path movements
	The Ridgeway	Standard flight path movements
	Wamboin	Helicopters
April	Amaroo	Night movements
	Amaroo	Night movements
	Amaroo	Unusual movements
	Forde	Night movements
	Gungahlin	Night movements
	Harrison	Night movements
	Harrison	Military
	Jerrabomberra	Standard flight path movements
	The Ridgeway	Standard flight path movements
May	NIL	
June	NIL	
Total	16	

4.2 Response from Airservices to questions and requests for further information from last meeting of CACG

The meeting noted Airservices response which had been circulated with the agenda and meeting briefs.

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

RCG advised he was disappointed that Airservices had rejected the request for a short-term portable noise monitor to be installed at The Ridgeway and would respond in due course.

5. REPORTS

5.1 Community Groups

a) Ridgeway Community Group

The Meeting Brief noted.

b) Fernleigh Park Residents Association

The Meeting Brief noted.

c) Jerrabomberra Residents Association

JRA provided the following comments:

-) Over the last few months Jerrabomberra residents had experienced disruptions due to the construction of a new roundabout which was very badly designed due to a tight turn.
-) DA's had been submitted to QPRC for a 7/11, McDonalds, KFC and Aldi in the Poplars development. The McDonalds DA had proposed a 9 metres high sign and to operate 24 hours. Following submissions to QPRC the sign would now be 6 metres high. She believed the DAs were disappointing as they did not fit in with the community.

5.2 Department of Infrastructure, Regional Development and Cities

a) Western Sydney Airport update

b) National Airports Safeguarding Framework (NASF).

The Meeting Brief was noted.

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 and Poplars

d) OLS Approvals at Googong Urban Release Area and South Jerrabomberra

e) Environa Solar Farm status

It was noted that QPRC had advised Canberra Airport of no progress on the above issues since the last meeting.

5.4 ACT Government Update

- a) 2018 ACT Planning Strategy
- b) International Engagement
- c) Eastern Broadacre – Draft Plan release
- d) Implementation of NASF

CMTEDD advised nothing to add to the Briefing Paper tabled at the meeting, however happy to take questions.

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

No other business was raised.

7. NEXT MEETING

It was noted that the next meeting would focus on the Preliminary Draft 2020 Master Plan to be held in October on a date to be determined.

There being no further business, the Chair thanked everyone for taking the time to attend and closed the meeting at approximately 3.15pm.