



**CANBERRA AIRPORT  
COMMUNITY AVIATION CONSULTATION GROUP**

**2.00pm – Thursday, 21 March 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 Susan Mulligan, Executive Assistant to Noel McCann
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)
Weston Creek Community Council (WCCC)
Jerrabomberra Residents Association (JRA)
Ridgeway Community Group (RCG)
NSW Department of Planning & Environment
Queanbeyan-Palerang Regional Council (QPRC)
NSW South Region Business Enterprise Centre (SRBEC)
Airservices Australia (ASA)
Department of Infrastructure, Regional Development & Cities (DIRDC)
ACT Chief Minister, Treasury & Economic Development Directorate (CMTEDD)
ACT Environment & Planning Directorate (EPD)
NSW Department of Planning and Environment

## SUMMARY OF ATTENDEES

Community Groups	8	Canberra Airport	2
Queanbeyan-Palerang Regional Council	1		
NSW DPE	1	ACT Government	2
NSW SRBEC	1		
Commonwealth Government			
DIRDC	2		
ASA	1	<b>Total</b>	<b>18</b>

### 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
- ) Qantas Airways
- ) QantasLink
- ) Qantas Freight
- ) Swissport
- ) NSW Department of Planning & Environment
- ) Queanbeyan-Palerang Regional Council
- ) VisitCanberra
- ) Airservices Australia ATC
- ) RAAF 34 Squadron

#### 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 2018 to date was noted.

### **2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 22 NOVEMBER 2018.**

**The Meeting Notes of CACG Meeting held on 22 November 2018 were accepted.**

### **3. CANBERRA AIRPORT**

The Meeting Brief distributed with the agenda was noted.

Mr McCann spoke to a Powerpoint presentation and provided additional comments as follows:

) The Airport had commenced consultations on the 2020 Master Plan with relevant stakeholders such as ACT Planning, Transport Canberra and City Services, QPRC, NSW Planning and CRJO. Recent amendments to the Airports Act required a new ANEF be included with the Master Plan and the Airport had since November 2018 consulted with Airservices on a new ANEF for Canberra Airport with a view to lodgment for endorsement in mid-April.

A prospective timeline for the 2020 Master Plan was noted:

- Exposure Draft – emailed to relevant stakeholders prior to Easter for comments by 24 May
- Preliminary Draft – released for 60 business days public consultation period - 12 July until close on 4 October
- Draft – lodged with Minister by 18 December at the latest.

) There would be more “Bumps in the Road” for Canberra Airport with one being the operational commencement in 2026 of the Western Sydney Airport. Some impact was likely but unknown as to what extent at this time.

) The commencement of CAT II operations had been delayed due to technical issues with stop bar sensor alarms.

) The Snow Foundation released its 2018 Annual Report this week. There had been \$3.5m in donations to local charities and individuals already this year. The plan was to have \$100m capital in the Snow Foundation by 2020.

- J Negotiations with Jetstar had recommenced.
- J Canberra Airport had a new Head of Aviation, Michael Thomson, whose job was to grow the aviation business in terms of more aircraft, city pairs and inbound passengers.
- J The Airport continued to work closely with the CRJO in growing opportunities in the region in terms of tourism and the export of goods and produce.
- J The Airport was out to tender for more retail and F&B with an expansion of offerings, including to the left side of the terminal atrium. Tenders close before Easter.
- J The Airport had now selected a preferred contractor to undertake taxiway extension works with a public announcement imminent.
- J An alignment had been agreed with respect to a Northern Road with the current Minister for Defence approving to a transfer of the surplus land to the ACT Government to lease to the Airport.
- J A similar Powerpoint presentation on the 2020 Master Plan had been given to the CRJO on 29 January with a vision of “Growing the Pie” and Canberra Airport was pleased to have been nominated by both the ACT and NSW Governments as a major regional asset and “Global Gateway” for the southern NSW region in 2017/18 planning strategies. The CRJO Councils were working together to present a “Prospectus for a Canberra Region Deal” to the NSW and Federal Governments given the imminent elections.
- J Pak Fresh was programed to commence exporting in early April with meat likely the first produce from regional abattoirs. The SQ and QR international passenger aircraft were capable of moving 50 tonne (both x 25 tonne capacity) of goods and produce a day.
- J Domestic focus – Hobart recommencement.
- J International focus – Japan and other parts of Asia, NZ with connections to the Americas.

RCG asked if it was the Airport’s intention to provide the Preliminary Draft Master Plan to community groups?

Mr McCann said it was intended to provide a further presentation to the CACG July meeting as part of the pdMDP public consultation process and by that time the pdMMP would be available on the Airport’s website.

JRA asked with respect to the new ANEF, would we expect to see some significant changes considering the last ANEF had 747-400 aircraft with a focus on freight arriving every two minutes? In reality, we know that aircraft are much quieter.

Mr McCann said he did not recall or understand JRA ‘every two minutes’ statement, however the new ANEF would include a new fleet of aircraft such as the 747-800 freighter. Once the Airport received some feedback from Airservices about the draft

ANEF report, he would have more knowledge about what to inform the community groups.

JRA asked when the community might expect to receive a copy of the new ANEF report?

Mr McCann advised he would expect to have it ready for endorsement by Airservices in April/May. The current ANEF 2008 had been the first for the owners who acquired the airport lease from the Federal Government in 1998 and the community had been widely consulted at that time and would be again once Airservices had provided feedback which was expected in early May.

JRA advised the meeting that the public exhibition for the planning proposal for West Jerrabomberra was due to close on Friday. She queried whether the new ANEF contours may have an impact on development in the Jerrabomberra Valley?

Mr McCann advised if the new 20 noise contour was wider, the Airport would need to decide whether to accept it or retain the current contour for planning purposes and that policy decision would likely occur somewhere between now and October. He would hope to have some draft outputs before June, but certainly by the next CACG meeting in July.

JRA asked again, to be 100% sure, that the community would be consulted about the new ANEF and Mr McCann repeated that would indeed occur.

JRA asked if the 'subsonic rumbling' noise of aircraft being experienced by residents in The Ridgeway had been taken into account in producing the new ANEF?

Mr McCann responded no because that noise did not show up in the ANEF modelling. However, the Airport had provided advice to the RCG to ensure their home attenuation complied with Table 3.3 of AS2021:2015 – Indoor Design Sound Levels for Determination of Aircraft Noise Reduction.

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

ASA spoke to the Powerpoint presentation.

Of particular note to CACG members was the fact that low frequency sound, often referred to as infrasound, referred to sound below 20Hz and was outside the normal environmental noise range (A-Weight). A-weighting covered sound within the range of 20Hz to 20kHz with a bias in the 1000-2000Hz region.

Turning to RNP AR (Smart Tracking) use, JRA asked if Airservices could produce data or a graph showing the number of flights undertaken by RNP capable aircraft as against the number that had used RNP?

Mr McCann advised that capable aircraft would use the ILS in low visibility conditions. When they were not required to use the ILS, they would fly RNP.

ASA undertook to obtain the RNP usage data in the format RCG had requested. He added that it could be that whilst the aircraft was capable of flying RNP, the pilot had not been trained.

JRA suggested approaching it from an aircraft type perspective to determine if an airline with RNP capable aircraft in its fleet servicing Canberra Airport was not using it. That airline could then be approached and asked the reasons why.

ASA said he would take that on notice but was curious to know why the need to understand it as he attended the Melbourne CACG and there was almost no interest in that sort of data.

RCG said that was because The Ridgeway was under the flightpath and the expectation had been that all aircraft would fly RNP. He was frequently asked by residents why the aircraft were still flying over their properties.

ASA thanked RCG for that clarification and said he would enquire as to how the data could be manipulated to provide the outputs sought, however there were no guarantees.

TCC enquired at what altitude were helicopters permitted to fly over the city? He also mentioned it was useful that Evoenergy utilised its website to inform the community of survey activity in the suburbs.

ASA advised not above 3,500 feet or below 500 feet. However, it depended on what sort of operations they were involved in and weather conditions.

Mr McCann advised the helicopter emergency base was located in Hume.

JRA said the Jerrabomberra community was generally pleased with how the Toll emergency helicopter base operated from Hume.

RCG advised he would formally write to the Chair requesting that he approach Airservices on behalf of the RCG to install a temporary noise monitor at The Ridgeway when one became available. The community would like to know what the level of aircraft noise they were being exposed to compared to other areas.

ASA believed the noise monitors were booked through to mid-2020.

## **5. REPORTS**

### **5.1 Community Groups**

#### **5.1.1 Ridgeway Community Group**

RCG spoke to the Briefing Paper, adding an observation about night flights in that one should not conclude from the complaints reported by Airservices NCIS that night flights were not a problem as they certainly were for some people at The Ridgeway.

ASA undertook to obtain the time of the night movement complaints as well as data on the ratio over time.

Mr McCann advised night movements occurred after 11pm. Fundamentally, the cross-runway 12/30 was quarantined at night from 11pm to 6am and during those hours, if necessary, aircraft would use the main runway. He alerted CACG that there might be more night movements on the cross-runway whilst the new taxiway was being constructed. Nightworks were planned in the construction of the taxiway to commence half an hour after the SQ aircraft departed and runway 17/35 would be closed after 11.30pm. When the program of works for construction of the taxiway was finalised, the community would be informed of any impacts, but more movements on the cross-runway should be expected; though of course not big jets.

#### 5.1.2 Fernleigh Park Residents Association

Meeting Brief noted.

#### 5.1.3 Weston Creek Community Council

Meeting Brief noted.

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

#### 5.2.1 Western Sydney Airport update

#### 5.2.2 National Airports Safeguarding Framework (NASF).

DIRDC spoke to the Briefing Paper which canvassed the above issues.

The meeting asked various questions about WSA including about a rail link, whether WSA had an aviation code and relations with Bankstown and Camden airports?

DIRDC advised discussions concerning the impact on these airports were ongoing and once the flight paths were at a more mature stage of development Bankstown and Camden airports would be fully consulted.

With regard to Public Safety Areas (PSA) at the Ends of Runways, Noel advised the Airport had been consulting ACT Planning. The Territory Plan would be reviewed this year and following on from the review of the 2018 ACT Planning Strategy, the Airport would work to have the NASF guidelines implemented.

EPD confirmed ACT Planning would work with the Airport on implementing the NASF guidelines, noting that the PSA's would extend onto Defence and ACT land.

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

- 5.3.1 Economic Development
- 5.3.2 Roads – Queanbeyan Road 92 to Braidwood, CBD By-Pass, Old Cooma Road upgrades
- 5.3.3 Approval and development progress South and West Jerrabomberra, including South and North Tralee and Poplars
- 5.3.4 OLS Approvals at Googong Urban Release Area and South Jerrabomberra
- 5.3.5 Environa Solar Farm status

QPRC spoke to the Briefing Paper which canvassed the above issues.

Mr McCann advised the 2020 Master Plan had a focus on population growth with the combined Canberra/Queanbeyan population expected to soon reach 500,000. The Airport was working through the ACT Planning Strategy in terms of the regional population with regards to Canberra plus one hour (C+1). There was also a Corridor Strategy which was about prioritising road upgrades, a review of the Territory Plan was due this year and there were also plans for Queanbeyan. The Airport would reference these in the 2020 Master Plan.

### **5.4 ACT Government Update**

- 5.4.1 2018 ACT Planning Strategy
- 5.4.2 International Engagement
- 5.4.3 Eastern Broadacre – Draft Plan release
- 5.4.4 Implementation of NASF

EPD spoke to the Briefing Paper which canvassed the above issues.

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

- 5.5.1 South Jerrabomberra
- 5.5.2 Implementation of NASF
- 5.5.3 Implementation and monitoring of South East and Tablelands Regional Plan 2036
- 5.5.4 Future Transport 2056 – Regional NSW Services and Infrastructure Plan

NSW DPE spoke to the Briefing Paper which canvassed the above issues. He also undertook to follow-up on an interim report on what had actually been achieved out of the South East and Tablelands Regional Plan which Mr McCann had previously raised with a colleague at NSW DPE.

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

No other business was raised.

## **7. NEXT MEETING**

It was noted that the next meeting was scheduled to be held on Thursday, 18 July 2019, to be confirmed by release of the agenda.

There being no further business, the Chair thanked everyone for taking the time to attend and closed the meeting at approximately 4.00pm.