



COMMUNITY AVIATION CONSULTATION GROUP

2.00pm – Thursday, 17 March 2022

Ringer Room, CAG 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.

Independent CACG Chair & representing Pialligo Residents Association (PRA) and North Canberra Community Council (NCCC)
Canberra Airport: Noel McCann, Director of Planning & Government Relations Michael Thomson, Head of Aviation Natalia Weglarz, Town Planner Susan Mulligan, Executive Assistant
Fernleigh Park Community Association (FPCA)
Jerrabomberra Residents Association (JRA)
Tuggeranong Community Council (TCC)
Weston Creek Community Council (WCCC)
Queanbeyan-Palerang Regional Council (QPRC)
Airservices Australia (ASA)
Department of Infrastructure, Transport, Regional Development and Communications (DITRDC)
RAAF 34 Squadron, Department of Defence (DoD)
ACT Chief Minister, Treasury and Economic Development Directorate (CMTEDD)
Aircraft Noise Ombudsman (ANO)

Summary of Attendees

Community Groups Note: Chair represents 2	6	Canberra Airport	4
Queanbeyan-Palerang Regional Council	2	ACT Government	1
Commonwealth Government			
DITRDC	2	Total	19
RAAF 34 Sqn	1		
ASA	2		
ANO	1		

1. MEETING FORMALITIES

1.1 Welcome and Notation of Apologies

The meeting commenced at 2.00pm.

The Independent Chair, Bob Ross, introduced himself and undertook a roll call of participants present in the Canberra Airport office.

Airservices, introduced themselves participating via Teams.

The following apologies were noted:

- Queanbeyan-Palerang Regional Council
- NSW Department of Planning, Industry and Environment
- RAAF 34 Squadron
- RAAF 34 Squadron
- ACT Environment, Planning 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 the CACG, are provided on page one of these Meeting Notes.

1.3 2022 CACG Representation

Persons nominated to represent their community groups were noted.

1.4a Notation of Correspondence since the last meeting

The correspondence was noted.

1.4b 2022 Meetings/Consultations

The list of Meetings/Consultations attended by Canberra Airport to date in 2022 was noted.

2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 26 NOVEMBER 2020

The Meeting Notes of CACG Meeting held on 8 April 2021 were accepted.

3. GUEST SPEAKER

Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) spoke to a Powerpoint presentation.

Following the DITRDC presentation, the meeting turned to a Q&A session.

TCC enquired about drones, Project Wing and asked what Government agency was responsible for allowing drones to operate.

DITRDC advised he was not heavily involved with the operation of drones, however informed the meeting that Project Wing operated out of Gungahlin where there was more unrestricted air space in which they could fly at lower levels delivering small parcels and coffee. Drones were not permitted to operate within 3nm of an airport.

Noel, Canberra Airport, added that there were concerns for GA arriving Runway 12 or departing Runway 30. The aerodrome was surrounded by hilly terrain and the Airport believes there should be a special arrangement for that.

Airservices, advised MOS 101 covered the standard and it states that if an operator wishes to fly a drone within 3nm of controlled air space, they are required to make an application to CASA. The ASA Air Traffic Control tower is informed for awareness only. ASA does not manage drone noise. MOS 101 was a good source of information for all of the rules and the CASA website also has a lot of literature on this subject.

QPRC Councillor asked if DITRDC was working with Defence in terms of lessons learnt about PFAS and Phil advised yes.

Noel advised Defence was not the fire-fighting agency on Canberra Airport when PFAS was being used in the fire-fighting foams (AFFF). It was the Department (Civil Aviation Authority) in 1978 and then ASA since 1995. ASA has informed the public that it was using AFFF between 1978 and 2010. It is not a Defence issue at Canberra Airport and we are working it through with the ACT EPA and the Federal Department of Agriculture, Water and the Environment (DAWE).

Michael, Canberra Airport, advised that the Department had commenced a PFAS Investigation Program involving eight (8) airports, including Canberra Airport, and a meeting was held yesterday that touched on the work that was going to be undertaken to better understand where PFAS is and where it is going.

QPRC asked about PFAS and its proximity to the Molonglo River?

Noel advised the Snow Family acquired the Airport Lease in May 1998 and since that time had been testing the stormwater. The Airport started to test the River and Woolshed Creek in

approximately 2005/2006 and that has been measured at two points until a recent middle testing point upstream of the Airport was added to the program.

Bob, Chair, asked DITRDC for his general feeling of when he believed the aviation industry would get back to full operation?

DITRDC said some members of the public would take the opportunity to fly straightaway and some would be more reticent. Currently, domestic activity was at about 60% pre-Covid now that Perth had recently reopened. Activity domestically will continue to improve with the airlines flying different routes. However international activity (which was currently at 15%) would be much slower to recover as there were still barriers to overcome with Covid restrictions. Hopefully confidence would grow over time. The slower recovery has been good in a way because of the challenges the aviation industry was experiencing with diminished resources in its workforce.

4. CANBERRA AIRPORT

4.1 Aviation Overview by Michael Thomson, Head of Aviation

Michael spoke to the Powerpoint presentation.

Following Michael's presentation, the meeting turned to a Q&A session.

TCC asked about the purpose of the hangars in Pialligo and also the hangars in Fairbairn?

Michael advised the project would provide a brand new, upgraded and modernised facility for GA private aircraft (mainly single engine recreational flyers), including asphalt taxiways into the hangars.

In terms of the hangars in Fairbairn, 46 was utilised by 34 Squadron and 47 was utilised by a number of different entities. Hangar 48 has been stood up in recent years as the Portable Air Base (PAB) in the bushfire season to assist with fire-fighting and is also utilised for general storage. Hangar 48 has an additional capacity that over time the Airport would look to refurbish and move into. All the Fairbairn hangars are heritage listed and over time they would require upgrade.

Michael added that two flight schools operated out of Canberra Airport and the plan was that they would also be provided with an operational facility.

Michael informed the meeting that the Canberra Airport Open Day would be held on Sunday 3 April (the last event being in 2018) to include 10-15 aircraft on the ground and the Roulettes would be performing.

4.2 Canberra Airport Briefing Paper

Noel referred to the Canberra Airport Briefing Paper (copy attached) and offered the following additional comments covering agenda items 4.2-4.7:

- Northern Road - DAWE provided an EPBC approval in 2009 for the upgrade of airport infrastructure, including a Northern Road. A Construction and Operations Strategy had been approved by DAWE in May 2020. All environmental issues for construction of the Northern Road have been resolved with DAWE.

- The Airport has Major Development Plan (MDP) approvals for two office buildings – 6 Brindabella Circuit and 25 Catalina Drive which were nearing completion. 25 Catalina had been leased and would be occupied by this time next year with 1,400 additional staff expected to work in the building.
- The Department of Health and TGA buildings would be occupied soon with 800 staff expected to work there by July.
- Defence have taken a lease in Majura Park and 1,100 staff members are to work in that building by the end of June. This building is high security.
- Between now and the end of July there will be circa 2,000 more people coming to work at the Airport.

5. AIRSERVICES AUSTRALIA

5.1 General Briefing, including Noise Complaints and Flight Paths

ASA spoke to the Powerpoint presentation in terms of Community Engagement matters and offered the following in addition:

- ASA recognised that the aviation industry had changed with some leaving and new entrants. As a result ASA was not looking at pre-Covid recovery but moving on with business as usual.
- Slide 4 – ASA asked if this information (RNP operations) was still valuable to the CACG and the those in attendance confirmed yes.

For the benefit of new attendees, Noel explained RNP (Smart Tracking). Qantas commenced flying curved approaches in 2006. Since then, most of the aircraft that are equipped and the crew trained that come to Canberra can fly RNP, however not all aircraft have the ability. This approach was known as the Jerrabomberra by-pass. There were approximately 600 homes under the straight-in instrument approach. Canberra Airport does not have a precision approach on Runway 17 so this was pretty close to it and QF 737 and VA 737 aircraft used it.

Noel advised that recently Chris, FPCA, had enquired about Rex aircraft flying RNP and following enquiries the response from the Rex fleet manager was that these aircraft were only flying the ILS. Whilst the aircraft were equipped for the RNP approaches, the crews were not trained yet. The plan was to be flying these approaches in about twelve months' time.

- Slide 6 – ASA advised he could also provide data for the southern and northern ends of the runways if that was helpful. The data on this slide reflected arrivals only using Smart Tracking. He advised that ASA had been working with the Q400 fleet to get them onto the Jerrabomberra bi-pass tracks and community consultations would commence soon to discuss how the existing route could be utilised by these aircraft. It was necessary for ASA to talk to residents living under the flight path due to the different noise profile of these aircraft.

FPCA said Fernleigh Park was under the direct approach and he wondered why aircraft that were equipped did not always use RNP?

ASA said there was a big push for the airlines to use RNP because it allowed them to plan better in terms of fuel usage and the like. However, sometimes it was not always possible which could be due to the mix of traffic on the day or an aircraft coming in on the long approach. Generally, the airlines want to fly the RNP as much as possible and if it is good for the community it is a bit of a win/win as well.

QPRC asked what percentage of all of those aircraft would be equipped to fly RNP?

ASA said it was not just about being equipped. We are providing the CACG with the number of arrivals that use the RNP AR. Aircraft have to be able to do it and CASA needs to approve the pilot and crew have undertaken the most up-to-date training. It is not guaranteed that just because the aircraft is capable that the crew are trained.

Noel added that earlier he had said it was the 737s that Qantas and Virgin fly that are equipped and trained. The Q400 Turboprops are moving towards using the RNP for arrivals and Canberra Airport has been involved in discussions about that prospect but they are not capable yet. The 727s are not equipped and he believed that Alliance was doing a lot of wet leasing for Qantas at the moment and he was not sure whether Alliance was equipped to fly RNP.

JRA said at the end of the day it was the pilot's call, particularly in February due to the weather.

QPRC understood there were various factors involved and that any decision that benefitted the community was good.

ASA encouraged members of the CACG to send any questions through the CACG Chair and he would provide responses at the next meeting. He also restated that the ASA website had a lot of information on noise.

- Slide 8 – Complainant numbers by month. ASA advised that NCIS had responded to the Weetalabah complainants advising that ASA had not seen anything irregular.

Noel believed the build-up of Saab use had something to do with these complaints. He had pointed out to one of the complainants that this runway was quarantined overnight, so no need for landings unless in an emergency. In 2002 when we used to have 50+ a day, we dealt with ASA to get a flight path along Kowan Forrest. There are options and we will talk to ASA further about that.

ASA advised he would take it as an action to talk to the Airport about options.

- Slide 12 – ASA would monitor the number of complainants during 2022 in terms of potential sensitivities and Carwoola was probably the first sign of that.

Bob pointed out that the numbers were less than two and therefore it should be kept in perspective.

ASA agreed the numbers were low considering the type of operations at the airport.

CACG members were once again encouraged to send any questions they may have to either Bob or Susan.

6. REPORTS

6.1 Community Groups

The report prepared by the Fernleigh Park Community Association was noted.

6.2 Department of Infrastructure, Transport, Regional Development and Communications

It was noted that the issue of the National Airports Safeguarding Framework (NASF) had been dealt with during the DITRDC presentation.

6.3 Queanbeyan-Palerang Regional Council Update

QPRC spoke to the Meeting Brief.

In terms of the Ellerton Drive extension, Bob wondered if the traffic data would show an increase in vehicles moving into Pialligo from Queanbeyan as there had been some talk about a greater flow of traffic coming through.

As a Googong resident, DITRDC urged that something be done about Bungendore Road.

Noel informed the meeting that the Queanbeyan Sewerage Treatment Plant site was actually in the ACT and leased from the ACT Government.

6.4 ACT Government Update

CMTEDD spoke to the Briefing Paper as follows:

- In terms of the ACT Planning Review, this would also take into consideration implementation of NASF.
- Light Rail 2A – a significant amount of disruption would occur. The Disruption Taskforce (headed up by TCCS) was currently consulting Commonwealth Departments to spread the word and talk about what initiatives could be put in place to ease or mitigate the disruption.
- TCCS would put in traffic signalisation at the intersection of Northbourne Avenue and Vernon Circle north to assist with managing the flows.
- It was possible that the Commonwealth Avenue Bridge works could commence as well with traffic being directed onto Kings Bridge.
- A site for the new RSPCA complex had been identified on Fairbairn Avenue.

Noel advised that the Airport had met with the TCCS Disruption Taskforce twice as it was concerned about the choke of 80% of the 50,000 vehicles a day coming across Commonwealth Avenue. Some of the mapping indicates a 45% increase in traffic coming along the Monaro Highway past the River which would impact people getting to the Airport in time to catch planes and to get to work. Getting in and out of the City was going to be problematic.

The Airport and the Taskforce were considering a joint communications strategy to make people aware that they should leave earlier due to the traffic disruption issues they would experience.

JRA advised that JRA had TCCS talk about the plans for Lanyon Drive as JRA has concerns. TCCS proposed a roundabout that intersects with David Warren Road which was just lunacy as it could lead to a bank up of traffic past the jail again. The question was, Why were we not consulted about this? JRA has requested that TCCS to put the QPRC traffic monitoring data into the model and run it again.

QPRC asked what the Airport's position was with respect to the Bushfire Training Centre at Hume?

Noel said the Centre was located on the corner of Lanyon Drive and Shephard Street in Hume. The Airport has discussed with ASA about having another helicopter base close to the flightpath as we believe they should get a better site in terms of the NASF safeguarding provisions. The Airport has not heard back from the ACT Government about an alternative site. He also believed there were some endangered flora and fauna in that area.

JRA added that JRA was concerned about them flying over Jerrabomberra doing training runs. With the Toll operation there were standard operating procedures in place but the same principles did not seem to apply to this new facility.

QPRC asked why do they think that land is more suitable?

Noel believed that to be a question more for the ACT Government. This was a private enterprise specialist fire surveillance and fire-fighting facility. We need it, but the Airport does not believe it is in the best location. It has nothing to do with the ACT ESA or the Commonwealth's concept of fire-fighting.

6.5 NSW Department of Planning and Environment Update

The Meeting Brief prepared by DPIE was noted.

7. OTHER BUSINESS AS RAISED AT THE MEETING

No other business was raised.

8. NEXT MEETING

It was noted that the next meeting is proposed for Thursday, 7 July 2022, to be confirmed by release of agenda.

There being no other business, the Chair closed the meeting at 3.55pm.