



**CANBERRA AIRPORT
COMMUNITY AVIATION CONSULTATION GROUP**

2.00pm – Thursday, 12 July 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)
Tuggeranong Community Council (TCC)
Ridgeway Community Group (RCG)
Queanbeyan-Palerang Regional Council (QPRC)
Airservices Australia (ASA)
Department of Infrastructure, Regional Development & Cities (DIRDC)
ACT Chief Minister, Treasury & Economic Development Directorate (CMTEDD)
ACT Environment, Planning & Sustainable Development Directorate (EPSDD)

SUMMARY OF ATTENDEES

Community Groups	6	Canberra Airport	2
Queanbeyan - Palerang Regional Council	2	ACT Government	2
Commonwealth Government			
DIRD	3	Total	16
ASA	1		

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:

-) Gungahlin Community Council
-) Weston Creek Community Council
-) Inner South Canberra Community Council
-) Jerrabomberra Residents Association
-) Ridgeway Community Group
-) Qantas Airways
-) QantasLink
-) Qantas Freight
-) AeroCare
-) NSW Department of Planning & Environment
-) Queanbeyan-Palerang Regional Council
-) NSW South Region Business Enterprise Centre
-) 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 2018 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 was noted.

2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 5 APRIL 2018.

The Meeting Notes of CACG Meeting held on 5 April 2018 were accepted.

3. CANBERRA AIRPORT

Noel advised that the ACT Government had last week hosted a Trade Mission to Singapore. A video prepared by Canberra Airport and presented to travel agents in Singapore was played. He explained that his role in participating in the various activities of the Trade Mission, which included a cocktail function at the High Commissioner's residence, was about freight and trying to make the right freight connections in Singapore.

The Meeting Brief (copy attached – *not attached to this version*) distributed with the agenda covering Items 3.1 to 3.6 was noted, however Noel offered the following additional comments:

3.1 RWY 17/35 Airport Lighting System Upgrade to CAT II – Progress

A flight test of the lighting system was undertaken last night (11/7/2018) and approved by CASA. Work continued in terms of resolving some IT issues with the stop bars connectivity with the Tower. Full CAT II operations were expected to commence at Canberra Airport in mid-August.

3.2 International passengers and freight, including regional development opportunities

Since the last CACG meeting Singapore Airlines had moved to daily flights with the inbound flight arriving via Sydney. Canberra Airport continued to work collectively with relevant stakeholders towards enabling freight, particularly, regional produce, to be exported via the Singapore service. Pak Fresh had commenced operations at Canberra Airport in June which was a significant step forward in that regard.

Noel advised any queries regarding the export of produce should be directed to himself in the first instance and he would ensure details were conveyed to Pak Fresh.

3.3 PFAS

Noel referred to recent media regarding PFAS contamination at fire stations in the ACT. He advised that the Airport had 'badgered' Airservices for over four years to clean-up the only two 'hot spot' PFAS contaminated sites on-airport situated at the Airservices ARFFS Fire Station and Fire Training Ground with no success thus far. A meeting of the CEOs of Airservices and Canberra Airport had been scheduled for August with PFAS and a new ATC tower firmly on the agenda for discussion. By the end of the year, the Airport hoped to be on track to mitigate PFAS pollution at these two sources.

3.4 Low-cost Carriers and other Airline Activity

Noel advised although there was no real progress to report, the Airport was also contemplating New Zealand and Pacific Island connections. Work would continue to find solutions to offer LCC services to Canberra and the Region and the ACT Government supported the Airport's efforts in this regard.

3.5 Airport Development

- J A Draft MDP for the 25 Catalina Drive, Majura, proposed development would be presented to the Minister in early August.
- J The new dnata (formerly Alpha) Catering facility would be a two-storey building.
- J Excavation work for the three levels of basement carpark for the Constitution Place, Civic, development was nearing completion. The hotel forming part of the development had been pre-leased to The Far East (TFE) company which also operated the Vibe Hotel at the Airport. Completion was expected in late 2020.
- J Denman Prospect – After three years, the suburb was about a third of the way through in terms of sales and development. There was another 6-8 years of development.

With regard to the 27 Brindabella Circuit proposal, TCC asked why the Airport had decided to construct two buildings instead of one?

Noel advised the site was found to be tighter than originally assessed and there was also a timing issue in terms of providing more space for lease in the Park. One of the reasons why Canberra Airport had moved out of 2 Brindabella Circuit was to create vacancy and that space had been leased before Christmas last year.

3.6 Communications

It was noted that the Airport electronically distributed The Hub, Airport Talk, Majura Park Shopping Centre and Fly CBR to various stakeholders, including community groups either on a weekly or quarterly basis.

4. REPORTS / PRESENTATIONS

4.1 Airservices Australia (ASA)

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

GCC asked a question about the consultation process with community groups pointing out that it should occur at the outset because if the community was made aware of the change early, it was more likely to understand and accept the proposal and solutions for a change by ASA. It would also make ASA's job easier if such a process was adopted. He was not complaining but it had struck him that the community should know up-front if changes to flight paths were being contemplated.

ASA accepted GCC's point and undertook to pass on his suggestion to the ASA Community Engagement Team.

Noel advised there were changes in 1995/96 to accommodate the Noise Abatement Areas for Canberra and Queanbeyan, arrival and departure changes in 1996-98 for Jerrabomberra and in the period 2002-2004 there was a focus on the Gungahlin community. Flight path changes had occurred in 2013, including to the southern approach which was an RNP procedure. Since its purchase of the Airport in 1998, Canberra Airport has ensured through the CACG that community groups have been made aware of any changes to flight paths contemplated by ASA.

Following a question as to why not all aircraft flew RNP, ASA advised not all airline operators had the approvals or aircraft the equipment to fly RNP or, for operational purposes, they have allocated to use the ILS. Once Category II operations commenced at Canberra Airport, aircraft would use the ILS more because pilots would be able to make a decision to land at a lower height (100 feet).

Noel said there would come a time when all aircraft would fly RNP because aircraft would become capable and the crews trained. The larger aircraft, such as the 777-300 (Singapore Airlines and Qatar Airways), used a straight-in approach so they were 'stable' about 20km out. Whereas if they used RNP they would be joining less than 7km out and the larger aircraft found that difficult. Both the Qantas and Virgin B737 fleets were flying RNP with equal usage.

ASA changed the subject to PFAS stating it was a very complex issue for ASA, airports and the community. ASA had been pro-actively managing this issue since 2008 and ceased using the foams with PFAS in 2010. ASA had conducted Preliminary Site Investigations (PSI) at airports Australia-wide and intended to publish the PSI's on its website. Those investigations had determined that there were multiple uses for PFAS and ASA had not been the only organisation using it.

Following a question from TCC about whether ASA captured if a noise complaint was being made by the same person, ASA advised only by number of complainants and issue. That process had been agreed upon between ASA and the Aircraft Noise Ombudsman to facilitate a rational process for managing complaints.

Links to the Airservices website concerning flight path change information and about making a complaint are provided below:

<http://www.airservicesaustralia.com/projects/flight-path-changes/>

<http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/>

5. REPORTS

5.1 Community Groups

Ridgeway Community Group

RCG reiterated the community's concerns about noise associated with the late night SQ departures. The community had also complained to the ACT Government about motor sports activity.

Pialligo Residents Association

PRA advised the Pialligo community had resolved its working relationship with Canberra Helicopters and temporary traffic lights had been installed due to the construction of a new culvert under Beltana Road.

Gungahlin Community Group

GCG welcomed the proposed Rapid Bus route from Civic to the Airport. He also advised that he did not fly to Sydney from Canberra, preferring instead to take the bus. This was mainly due to flight cancellations, access to the airport, cost of parking, cost of taking a taxi to the Airport - the time and cost of getting to and from both airports was generally greater than the airfare. Also, one could make a change to a booking at no extra cost whereas the airlines charged a fee. He agreed with the Airport's reaction to the Qantas cancellations of flights to Sydney as being poor customer service.

Noel advised since March last year the Airport has had dedicated 11 and 11A bus routes, however agreed the Rapid Bus service would be good as it would be more regular. He also acknowledged that the bus companies were doing great business on the Canberra to Sydney route with travellers choosing to catch the bus rather than fly.

PRA said he drove to Sydney because it was more convenient and would be interested to know the impact on the airlines of the bus option.

Fernleigh Park Community Association

FPCA advised current concerns for his community included the erection of new traffic lights which would give priority to traffic leaving Googong and the erection of a major power line across the northern boundary to Tralee.

Noel advised the proposed power line would pass over a significant hill which already penetrated the Airport's Obstacle Limitation Surface (OLS). The Airport would work with relevant agencies from an aviation safety issues perspective and to ascertain whether any of the power line could go underground. The Council might also have a view about the escarpment in terms of environment protection.

5.2 Department of Infrastructure, Regional Development and Cities

DIRDC briefed the meeting, via a Powerpoint presentation (copy attached – *not attached to this version*), on the draft NASF Public Safety Zones Guideline currently out for public consultation.

EPSDD advised the PSZs for Canberra Airport would impact ACT and Federal Government land.

Noel advised the Airport was interested in the Queensland model and would continue to consult with the ACT Government in relation to implementation of the NASF.

5.3 Queanbeyan-Palerang Regional Council Update

The Meeting Brief was noted (copy attached – *not attached to this version*).

In answer to a question about South Tralee/South Jerrabomberra, QPRC explained that the South Jerrabomberra planning proposal, which was extending the area to the south of South Tralee, would necessitate an amendment to the Tralee LEP and the whole area would be known as South Jerrabomberra.

PRA said it would be interesting to see what transpired in terms of traffic flows with the Ellerton Drive extension.

Noel advised the Federal, NSW and ACT Governments had committed funding for roads for which there were two traffic studies underway, including for the duplication of Pialligo Avenue about which the Airport would seek early information.

5.4 ACT Government Update

EPSDD spoke to the Meeting Brief (copy attached – *not attached to this version*) informing the meeting that the ACT Government's Draft Strategic Assessment of the Eastern Broadacre was expected to be released for public consultation within 2-3 months. The report identified areas available for development over the next 20-30 years but also for future conservation purposes. The ACT Government had also been mindful of the NASF requirements in preparing the document.

EPSDD advised the ACT Government would also undertake a review of the Planning and Transport Strategies during 2018.

5.4 NSW Department of Planning and Environment Update

The Meeting Brief was noted (copy attached – *not attached to this version*).

6. OTHER BUSINESS AS RAISED AT THE MEETING

Several community group representatives spoke very positively of their international travel experiences with both Singapore Airlines and Qatar Airways and also how streamlined and 'relaxed' it was to go through the processes at Canberra Airport, including security screening.

Noel referred to an email he had received from FPRA in relation to his experience in travelling with Qatar in that on landing in Sydney the senior Qatar cabin attendant's PA made no mention of the onward flight to Canberra and also if there could be a faster turnaround of this flight from Sydney. Noel advised the Airport continued to consult with Qatar over the scheduling issues as well as baggage screening having to occur twice. It was also unfortunate that because Sydney was so congested there was no available passenger boarding bridge to service this flight.

On a positive note, Noel advised one of the things the Airport had been able to achieve with Singapore was that because the route was SG-SYD-CBR-SG and passengers were picked up in Sydney, whilst the inbound passengers were required to take their bags off the aircraft they did not need to go through screening again at Canberra, unlike Sydney. The Airport was working with Australian Border Force and the Department of Agriculture on ways to streamline processes for better customer service for both these airlines.

In answer to a question about a service to Hobart, Noel advised the Airport continued to work on finding an airline that would be prepared to fly that port as well as Townsville and Darwin again.

GCG referred to a video of a Sydney train trip that had gone viral on the internet attracting world-wide comments on how clean and modern the station and train appeared. He suggested that Canberra Airport might like to consider preparing a similar video about its pristine airport terminal.

8. NEXT MEETING

It was noted that the next meeting was scheduled to be held on Thursday, 1 November 2018, to be confirmed by release of the agenda.

There being no further business, the Chair closed the meeting at approximately 3.50pm.