



COMMUNITY AVIATION CONSULTATION GROUP

2.00pm – Thursday, 21 March 2024

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 and representing: Pialligo Residents Association and North Canberra Community Council
Canberra Airport Noel McCann, Director of Planning & Government Relations Michael Thomson, Head of Aviation Susan Mulligan, Executive Assistance to Noel McCann Andrew Connor, Planning and Environment Manager Michael Lee, Planning and Environment Officer Tori Murray, Manager – Aviation and Compliance Jordan Fallon – Government Relations and Policy Advisor
Fernleigh Park Community Association (FPCA)
Tuggeranong Community Council (TCC)
Jerrabomberra Residents Association (JRA)
Weston Creek Community Council (WCCC)
Queanbeyan-Palerang Regional Council (QPRC)
Airservices Australia (ASA)
Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA)
RAAF 34 Squadron, Defence Establishment Fairbairn
ACT Chief Minister, Treasury and Economic Development Directorate (CMTEDD)
QantasLink Canberra

Summary of Attendees

Community Groups Note: Chair represents 2	6	Canberra Airport	7
Queanbeyan-Palerang Regional Council	2	ACT Government	1
Commonwealth Government DITRDCA ASA RAAF 34 Squadron	2 1 1	Guest Total	1 20

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 attendees.

The following apologies were noted:

- Gungahlin Community Council
- Weston Creek Community Council
- Queanbeyan-Palerang Regional Council
- Airservices Australia
- Aircraft Noise Ombudsman

1.2 Declaration of Impartiality by the Chair

As the representative 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 2024 CACG Representation

Persons nominated to represent their community groups were noted.

1.4a Notation of Correspondence since the last meeting

The list of correspondence was noted.

1.4b 2023 Meetings/Consultations

The list of Meetings/Consultations attended by Canberra Airport to date in 2024 was noted.

2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 26 OCTOBER 2023

The Meeting Notes of the CACG Meeting held on 26 October 2023 were accepted.

3. CANBERRA AIRPORT

3.1 Aviation Update

Michael spoke to the Powerpoint presentation:

- We are back to about 90% of passenger numbers compared to 2019.
- Passenger numbers are up 11%, comparing February 2024 and February 2023.
- Today 10,000 passengers passed through the Terminal; the second time this has happened in the last five months.
- More destinations and more airlines flying out of Canberra than in 2019. 400 flights a week to 13 destinations.
- The big announcement is that Batik Air will commence direct flights to Bali from 14 June 2024. We have negotiated that they arrive at 7am and depart at 8am utilising a Boeing 737 Max, 3 times a week on Sunday, Wednesday and Friday.
- The Airport Open Day will be held on Saturday, 6 April 2024. This event is held every two years and to date over 10,000 tickets have been issued. Taking up most of the GA apron there will be aerobatic and static displays, and Qantas will have its new A220 on display. Matt Proberts from QantasLink will speak now on the retirement of the 717 and introduction of the new A220 aircraft.

QantasLink Canberra, spoke to a Powerpoint presentation.

Noel spoke to agenda items 3.2, 3.3, 3.4, 3.5 and 3.6 of the Canberra Airport Meeting Brief (copy attached).

4. AIRSERVICES AUSTRALIA (ASA) GENERAL BRIEFING

ASA spoke to the Powerpoint presentation:

- RNP AR usage – I took some actions out of the last meeting and I am keen to see if the information provided is satisfactory to the CACG in presenting them this way in the future.

JRA suggested information regarding the number of jets using the RNP would be useful as it would show that Qantas have a large number of jets that are not using the RNP. All jets should be capable of flying the RNP.

With regard to CASA authorisation of the A220 to fly the RNP AR, ASA advised this decision/submission is the responsibility of Qantas. Once they do submit, the CASA authorisation process can take several months. We can track that, and I can produce an annual report and when the A220s receive that authorisation we can put a marker on the annual graph. I will give this some further thought and for the next CACG meeting bring some ideas to the table.

WCCC enquired about ILS and RNP AR and further if Canberra travellers are now able to fly during foggy conditions?

The following is provided for information:

- ILS – Instrument Landing System – An ILS is a highly accurate radio signal navigation aid consisting of two antennas which transmit signals to receivers in the aircraft cockpit – a glidepath tower located next to the runway at the northern end and a localiser antenna at the southern end. These antennas provide the pilot with vertical and horizontal guidance when landing in low visibility. An ILS is not used by departing aircraft.
- RNP-AR – Required Navigation Performance Authorisation Required - RNP approaches include capabilities that require special aircraft and aircrew authorisation, similar to category II/III ILS operations.

RNP-AR is a satellite-based navigation technology that allows aircraft to operate with greater accuracy and alerts flight crew if the aircraft deviates from the planned route. Greater efficiency can be achieved by reducing track miles, fuel burn and emissions. The procedures allow increased precision for safe and predictable landings, including during inclement weather and low visibility conditions. RNP-AR has previously been referred to as ‘Smart Tracking’.

RNP-AR flight paths are available for Canberra Airport’s main runway 17/35 (oriented north-south) but can only be flown by aircraft that have been equipped with the required technology and where the flight crew have been authorised by the Civil Aviation Safety Authority (CASA) to conduct RNP-AR operations.

An Airservices Fact Sheet is attached advising of Changes to Flight Path Use at Canberra Airport – QantasLink Dash 8 Q400 turboprop aircraft started using the existing RNP-AR flight paths into Canberra Airport from 14 July 2022. Previously the RNP-AR flight paths into Canberra were only used by jet aircraft.

Michael advised Canberra Airport has a Category II ILS and lighting system which means aircraft can come in lower and make a decision later in terms of whether they can land or not in fog/low visibility conditions. There are many factors that allow aircraft to take-off and land, however as an airport we want them to arrive and depart on time but of course that does not always happen.

WCCC asked if this also happens in Europe?

Noel advised Europe was the same in terms of aircraft that are capable of flying the RNP. Some airports in Europe have a Category III lighting system and Melbourne is heading in that direction. Aircraft that are not Category II capable will not be able to land in low visibility conditions. A Category II system allows the pilot to make a decision to land at 100 feet (30m) above the runway height which is inside the Canberra Airport fence. There is a question mark if the airfield is really fog bound, but over 95% of capable aircraft are landing. Dash 8 aircraft are not capable of landing in such conditions.

WCCC said he would inform the WCCC that there are still a few gaps but that it is improving as technology advances.

Michael said it is more than technology as there are a lot of other conditions that impact operations, including what happens across the network in Australia (e.g. Air Traffic Control staff etc). However, the number of route cancellations by Qantas is improving as Qantas works to resolve these issues.

ASA provided an online demonstration of the Airservices aircraft noise tool "Aircraft in your Neighbourhood" - <https://aircraftnoise.airservicesaustralia.com/>

Michael advised that since November 2023 Canberra Airport has had 55 diversions from Sydney due to inclement weather conditions.

TCC enquired about the Evo Energy helicopters?

ASA advised Airservices has received enquiries about those helicopters. Any aircraft can request a particular operation and Evo Energy would have contacted the tower to facilitate their survey activities.

Michael said it was very rare for an aircraft to go into a holding pattern over Canberra and if that occurred it would probably be a General Aviation aircraft and not a commercial aircraft.

TCC asked about the proposed sea planes service and whether they would be managed by the Canberra Airport air traffic control tower?

ASA advised the Airservices team is working with that operator to progress those operations. He believed they were trying to obtain an instrument approach and have done some testing.

Michael advised Sydney Sea Planes were talking about four flights a day.

5. REPORTS

5.1 Community Groups

Jerrabomberra Residents Association

JRA informed the meeting:

- The new Jerrabomberra High School opened for Term 1 2024.
- A DA for a very large Vikings Club had recently been placed on exhibition.
- The Poplars are looking for opportunities in that area and I have said keep talking to Canberra Airport.
- The high voltage power lines project was progressing.
- This was a real time of change for the Jerrabomberra community.

Weston Creek Community Council

WCCC informed the meeting:

- The WCCC committee has changed with Simone Hunter being the only carry-over from the last committee, otherwise everyone is new.
- The issues the WCCC are interested in are transport and how we get to the Airport.

Fernleigh Park Community Association

FPCA spoke to the Meeting Brief.

Pialligo Residents Association

Bob advised the Beltana Road upgrade works had been delayed due to unforeseen subsidence issues which means the project will not be completed until the end of the year.

5.2 Department of Infrastructure, Transport, Regional Development, Communications and the Arts

DITRDCA spoke to the following:

Aviation White Paper

Consultation and the subsequent development of an Aviation White Paper will determine what the aviation sector will look like in Australia up to 2050. We received 2,000 written submissions and undertook 22 sessions around Australia during the consultation process. Consideration of issues raised will feed into the development of the White Paper to be released in mid-2024.

Sunsetting Regulations

In September 2023, DITRDCA sought feedback on regulations to replace the Airports Regulations 1997 and the Airports (Ownership—Interests in Shares) Regulations 1996, which are due to sunset (be automatically repealed) on 1 April 2024.

Following this consultation, the draft regulations were updated and have now been made and will commence on 1 April 2024.

The regulations have been updated to better align with the Act, and reflect modern drafting practice, while generally maintaining the intent and effect of the regulations they replace. For example, spent and redundant provisions have not been replaced. Other changes include:

- Requirements about the ownership and control of airport-operator companies have been consolidated in a single set of regulations.
- Reporting requirements about the ownership and control of airport-operator companies have changed.
 - DITRDCA will be able to make requests for information instead of relying on fixed annual reporting requirements, with flexibility to tailor requests for information based on an analysis of risk (including requesting information less often).
- Subleasing and licencing requirements have been simplified.
 - The requirement for airport-operator companies and their tenants to seek approval from DITRDCA of subleases or licences before entering into these commercial arrangements has been removed. Subleases and licences will be permitted by default, provided that they meet certain requirements (are not a kind of prohibited sublease or licence, and includes the required mandatory terms).

The next regulations to be made will be Control of On-Airport Activities Regulations (this includes control of liquor, commercial trading, vehicles, gambling, smoking and infringement notices) and the Environment Protection Regulations.

5.3 Queanbeyan-Palerang Regional Council

QPRC spoke to the Meeting Brief (copy attached).

5.4 ACT Government

CMTEDD took the Meeting Brief provided by TCCS as read. Although CMTEDD had nothing to add, he was happy to take any questions within his remit. Further, he asked if there was anything from the ACT Government that the CACG would like reports on going forward?

It was noted that the Agenda Items a), b), d) and e) from ACT EPSDD will be provided out-of-session and these have now been incorporated in the Meeting Brief.

TCC asked if the Monaro Highway upgrade works were impacting the Airport?

Noel advised no substantial impacts as yet, however noted the travel times to the airport were getting longer. The Airport would monitor the 'choking' on Commonwealth Avenue and would continue to consult and meet with the ACT Government's Disruption Task Force to resolve any issues. The Airport has interests in the City as well as Denman Prospect and therefore it is important to keep up to date about what is happening.

WCCC asked if the Airport pays full rates to the ACT Government?

Noel advised yes, however every other airport in Australia pays DITRDCA not the Councils.

6. OTHER BUSINESS AS RAISED AT THE MEETING

Bob advised that last week on his travels he passed through six capital cities over six days and noticed interesting improvement projects underway at various airports. In particular, he was surprised at how big Adelaide Airport is now compared to what it used to be.

7. NEXT MEETING

It was noted that the next meeting is proposed for **Tuesday, 23 July 2024**, to be confirmed by release of agenda.

There being no other business, the Chair closed the meeting at 3.10pm.