

**JERRABOMBERRA RESIDENT'S ASSOCIATION INC.**  
**MINUTES**  
**BRIEFING BY THE CANBERRA INTERNATIONAL AIRPORT**  
**15 APRIL 2009**

**1.PRESENT**

A total of 108 people attended this meeting, as per the attendance sheets.

**2.APOLOGIES**

F & I Anlezark, Cr. Peter Bray, Cr. Tom Mavec, Cr. Sue Whelan, Cr. Trudy Taylor, Cr. Anne Rocca, Ron Morris, Dr. Mike Kelly, Steve Whan, Lachlan Mercer.

**3.WELCOME**

Margot thanked everyone for their attendance and welcomed Noel McCann from the Canberra International Airport.

**4.THE PURPOSE OF TONIGHT'S MEETING**

Margot stated that the purpose of tonight's meeting was to consider the Canberra Airport's Preliminary Draft Master Plan (PDMP) as privatised airports have to produce and review their Master Plan every 5 years and this is one of the conditions pertaining to the privatisation of airports. The Master Plan is a document endorsed by the Minister and the Minister has 60 days from when the Master Plan is provided by the Airport to him to endorse that plan. In September 2008 Canberra Airport submitted its Draft Master Plan to Minister Albanese for his approval and on the 21 November 2008 he refused to approve this Draft Master Plan.

The reasons for refusal were set out in a 19 page document which only became available to the JRA in late March 2009. In that document Minister Albanese expressed concern about the following –

- lack of clarity regarding land uses,
- the lack of detail about development on the site,
- the lack of information regarding the use of Fairbairn,
- the lack of detail regarding the environmental impacts,
- the lack of detail about things such as surrounding roads.

In his decision, Minister Albanese stated his reasons for refusing the endorsement –

- the lack of detail regarding development objectives,
- the lack of detail about future use by civil aviation and use as a transport hub
- inadequate detail about land use within the airport site,
- particular criticism about lack of detail regarding the night-time freight hub and the resulting noise impact
- the critical lack of detail about strategic development of the airport
- the critical lack of information to enable the general public to appreciate the airport plan,
- the quality of consultation compromised by a lack of detail about the airport's true intentions,
- inadequate response by the airport to community concerns about noise impacts.

Minister Albanese stated that he considered the public consultations and the outcomes of these consultations to be deficient and inadequate.

The JRA committee has met to review the revised Draft Master Plan and the Minister's reasons for refusing the endorsement of the original PDMP.

Noel McCann, from the Canberra Airport, will provide us with a brief overview of the 2009 PDMP and in particular on how this plan will affect the Jerrabomberra community.

The JRA Committee has produced a series of questions that we will put to the airport for their response, as this will allow us to further develop our submission. Then after we have provided our questions we will take questions from the floor. Please note that questions raised from the floor will be included in the JRA submission. Submissions are due to be lodged with the Canberra Airport by 8 May 2009.

## **5.NOEL McCANN, CANBERRA INTERNATIONAL AIRPORT**

It is almost 11 years since Canberra International Airport (CIA) was privatised and an amount of \$600m has been spent at the airport and there are currently around 8,000 jobs at the airport. Minister Albanese wanted to know what the airport's plans were for the next 5 years and since November 2008 that has become less clear. The airport plan to do major upgrades and Minister Albanese launched the first stage of the new terminal, so CIA are committed to the capital for that. When all the building work is finished, there will be about 16,000 jobs at the airport. Within the next 40 months they expect to have the new terminal completed and the current terminal will disappear. CIA expect to be doing extra taxiway work in less than 2 years and they have already started expanding the aprons and expect to have navigation upgrades done, particularly on the northern approach to the airport on runway 17 and also expect to start international flights including to New Zealand and an Asian port, either Singapore or Hong Kong. Flights to New Zealand are expected to begin when the new terminal is finished, most likely 3 years away, but Qantas are not sure about services to Asia at the moment.

CIA forecast that there will be about 4 million passengers and about 115,000 aircraft movements in the next 5 years.

The long term vision covers a 20 year period – this is not only about jobs but also about more infrastructure in terms of the airport aviation taxiways, runways and aprons. The early planning will happen at the back of this period for a parallel runway and the parallel runway discussion is not an initiative of the airport but of the Commonwealth Government. CIA expect more regional, domestic and international ports to be serviced and CIA expect the freight hub to be well and truly developing along over the 20 year period. CIA also expect this just in time to spawn new industry around the airport. By 20 years CIA expect to be at about 7.25 million passengers and about 400,000 of those will be international and expect about 155,000 aircraft movements a day. Noel showed a map that included a very fast train which was in the Canberra spatial plan in 2004 and also showed a Monaro Highway extension up the Valley and at the moment the ACT Government has a bid in for Infrastructure Australia for more roads at a cost of over \$200m to extend the Monaro Highway from the Molonglo River to the top of the Majura Valley to intersect not only with

Horsepark Drive into Gungahlin but with the Federal Highway. Majura Road is the heavy vehicle by-pass nominated by the ACT Government for central Canberra.

Part of this long-term strategy is to try and develop a better relationship with the Queanbeyan Council and the NSW Planning Dept. Noel McCann stated there are some positives that people could dwell on, not just the negatives about building under flight paths.

The current situation – over the last financial year there were 2.85 million passengers, and over the calendar year 20,000 under 3 million. In 1997/98 when the airport was first privatised there were 1.8million passengers. In the 2004 Master Plan they forecast that there would be around 2.9 million passengers by 2010. By 2010 with the current situation they might be back to 2.8 million passengers or slightly less but could reach more than 3 million.

Since the PDMP first came out for consultation in early February, Hobart and Townsville have now been added to Virgin's itinerary on a daily basis and Tiger have provided their first service between Canberra and Adelaide.

Noel showed a map outlining a regional bus system interlining with the aircraft and interlining with one another and focuses on the opportunities for people from the Southern Highlands catching buses into Canberra Airport or catching them down to the snow or the coast.

The plan also looks at opportunities, over time, for Brindabella Airlines to increase the ports it flies to. Sydney will face more congestion and at the launch of the Green Paper in December 2008, Minister Albanese mentioned that there would be no relaxation of Sydney's curfew.

Canberra Airport have a long term strategy for international flights with discussions about Wellington and Auckland in New Zealand in the short term and either Singapore or Hong Kong in the next 5 year period – Cathay were pretty keen 12 months ago but not sure at the moment due to the current economic climate.

Freight – 2 nightly jet services moving up to 5 within 5 years and then a maximum of 15. Prior to 2 December when Minister Albanese launched his Green Paper on aviation within Australia the night freight operators thought he was going to relax the curfew in Sydney and therefore they didn't have to worry whether Canberra was an option. After that paper was released the transport companies met with Airport Management and are adopting a 'wait and see' position.

International freight - prior to equine flu, the Canberra Airport had received enquiries from Asian carriers to bring horses into Canberra enroute for Eastern Creek as it is less than an hour in time difference from Canberra compared to Sydney and Sydney doesn't want any more freight growth, whether its daytime or night-time freight. Over the next 5 years, Airport Management see things looking up economically and expect to see probably up to 3 international freight movements a day in 20 years time.

Canberra Airport have contractual arrangements with the current aircraft that fly into Canberra overnight between 11pm and 6am not to fly over the noise abatement areas

but to fly around this area and come down the instrument landing system when that runway approach is operating. A strategy to try to overcome this practice, over time and move noise away from Jerrabomberra and away from others, is being looked at.

One of the things the Jerrabomberra community raised last time – when freight trucks come into the airport, where do they come from? Fundamentally, they are coming from Sydney because that's the curfewed airport and they come down the Majura Valley on Majura Road and enter the airport either through the northern road at Fairbairn or Pialligo Avenue. CIA currently have half a hanger available to Toll and long term they see the international freight in Fairbairn.

They have nominated an expansion of the noise abatement area to cover Googong and Gungahlin.

Taxiway system upgrade will be done over the next 20 years.

CIA have a referral as part of the Master Plan with the Department of Environment to deal with areas at the north of the airport that are environmentally sensitive. The taxiway was part of the runway upgrade that was mostly done in 2006 and eventually got the environmental approval to complete it in December 2008. They expect to finish the first stage of the terminal in June/July 2010 and then build the taxiway.

Landing lights in the north – the airport are working with the Civil Aviation Safety Authority (CASA) and ASA for a GPS approach on runway 17 and this plan also looks at the parallel runway opportunity which is about 1.3kms – 1.5kms centreline to centreline - the minimum allowed under the CASA rules is 1.2kms and is a Commonwealth Government initiative by the previous Howard Government and the current cabinet apparently has had a look at it. Airport Management have assured the Government that this runway will not incur the Queanbeyan noise abatement area.

What are the issues for Parkes Way? What are the issues for Hindmarsh Drive? What are the issues for Adelaide Avenue? The ACT Government wants to develop Molonglo where an estimated 70,000 people will be living, they want to develop nearly 9,000 units along Canberra Avenue between the Monaro Highway and Kingston Foreshore. This has all been included in the spatial plan and there is a replanning process going on for the area around the Fyshwick Markets.

Aircraft Noise – As you know our debate and our conflict with your community council is over the concept of how do we keep the aircraft away from flying over houses and what options do we have to do that? If we don't do that, whom do we share the noise with?

Running up to the election in March 1996 noise abatement areas were put around Queanbeyan and Canberra but before then aircraft used to fly around the south of Mt. Jerrabomberra and there used to be a flight path up Crawford Street. The Church Creek marker is the outer marker for the Instrument Landing System (ILS) on the south side of the Old Cooma Road on the boundary between the Royalla subdivision and the Little Burra subdivision. The way in and out of the airport from the south and out to the south was in the gap between the 2 noise abatement areas and this concentrated the noise in that corridor and since then, when Gary Nairn was the local member, he convinced the Commonwealth Government and ASA to give this

community some relief by moving the departure path that now runs basically over the top of the railway bridge on Lanyon Drive. In 1998 the airport was privatised and the Minister contacted the airport owner and said they wanted more noise relief for the community at Jerrabomberra. So at night, when possible, the aircraft started to approach the airport from the north.

That was a measure of moving noise from the Jerrabomberra side. In 2005/06 there were further noise abatement procedures put in place but are only flown by some aircraft at the moment. The Airport agree with the Jerrabomberra Residents Association submission on the Green Paper that was lodged at the end of February 2009 saying that there should be more aircraft on this offset flight path. Noel agreed that not all the planes with the upturned wings are flying this offset approach. ASA and CASA are developing what's called a Public RNP (Required Navigation Performance) which is done for Qantas at Qantas' initiative by people out of Seattle, USA. Planes flying the offset approach compared to those using the ILS are between 8db and 10db quieter. (The noise monitor is located at the tennis courts). This is almost a halving of the noise.

Question: What percentage of planes are flying the RNP?

Answer: Less than 5%. The RNP was first introduced in 2006 and Qantas first started flying the RNP in the second half of 2006

Question: Is air traffic control still done from Melbourne?

Answer: Melbourne handles the traffic and as they come closer to Canberra airport they then hand over to the tower at Canberra Airport. This procedure operates from 5am to 11.30pm. The only flight scheduled after 11pm is the Coolangatta flight at 11.35pm.

The departure paths come down over Tralee – Googong is relatively free of planes overflying but no one is living there yet but we have been able to achieve this over time. The loudest aircraft we have is the 767-300 that Qantas fly in from Melbourne about 4 mornings a week. Over time aircraft will become about 5db quieter than they are now.

Noel stated that he has been coming here for nearly 11 years and what they have been trying to do is find ways to get aircraft noise away from this community. We should not have aircraft flying over Queanbeyan or Canberra but in the small gap in the western part of the Jerrabomberra Valley as this part is available and has been available for 14 years since the flight paths were moved to this part of the Valley. "That's our real beef with Council and that's our beef with the JRA."

Question: What about through the night?

Answer: Part of our strategy at night-time is this. Where at all possible - and that's why we want the landing lights on the north side of the airport, they are only on the southern part at the moment – we want them on the northern approach. Gary Nairn was absolutely right if you can come in from the north whenever possible, and you have better navigation aids on the northern approach then more aircraft will arrive from the north than from the south. What we haven't been able to achieve are the navigation aids and we are now working through that with CASA and ASA and they are developing an RNP approach to come in from the north because they accept a better nav aids from the north will be put installed in 2 parts. 1 – to facilitate more

approaches from the north which will result in less planes over the 600 houses in Jerrabomberra and Waterfall Ridge

Question: It just doesn't impact those 600 houses, but also impacts people down in Fernleigh Park.

Noel: I accept that but they are right over the top of the 600 houses and I accept that it impacts on the people in Fernleigh Park too. It goes all the way down to Church Creek because that's where they all start to get onto the alignment to approach the runway.

One flight path that's not flown yet is the one down the west side rather than on the straight approach. Now we don't know when that's going to be flown but we think the procedures are likely to be developed on that flight path once ASA and CASA deal with this northern approach. It's going to be called a public RNP.

Question: Who controls the direction of the planes to fly the RNP?

Answer: More than 5% would be available to fly it but its only one aircraft at the moment – Qantas 737-800

Question: Is that because of the instruments on those aircraft?

Answer: A bit of that and training but more importantly every 800 that comes into Canberra isn't flying that curved approach. We've asked Qantas again and they keep on telling us at the Chief Pilot area, their policy is to take the RNP approach.

Question: Wouldn't the air traffic controller be telling them which path to take?

Answer: There are 2 things, firstly, the pilot can ask for an RNP approach and unless there is a lot of congestion, the tower will facilitate. That's the issue. At times, there could be congestion and it won't be better because most of the other aircraft are flying straight in and if all these guys did it there wouldn't be 10% of them doing it. But it would be more than 5%.

Margot: I think, just to add to that Noel, its really important to note that you can't retro fit the technology to the plane so that the 800's have got the technology to fly the offset approach but you can't retro fit any of the older planes or the little Virgin Embraer fleet – they can't be retro fitted.

Noel: I'm pleased to tell you that has now changed

Margot: Well, the last we were informed from Virgin was that they couldn't be retro fitted.

Noel: We've been informed that they have now been certified to be able to go that next step, I don't know when Margot, and it will be up to Virgin to spend the money on the new nav aids. This all works up on the screen type technology for the pilot so he isn't looking down.

Question: Who sets the RNP and why can't you just change it? Why can't you move it?

Answer: Who sets the RNP? There is a procedure written and approved through CASA and ASA - that procedure for the Qantas 737-800 has been approved.

Why would we want to change it other than having more aircraft on it? That's the part of the question I don't understand.

The congestion comes from the other planes who are all sequenced in to land within minutes of one another that can't fly the curved approach (RNP).

Question: Where is the RNP?

Answer: The RNP is on the by-pass. It's a GPS technology.

Margot: Now I'm just going to go through some questions that the committee would like to present to you Noel just to help us develop our submission. The first one's in relation to the noise abatement area.

### **Noise Abatement Areas**

Question: These noise abatement areas have been in place since 1995, they are not legislated but most aircraft respect them and avoid flying over them except for bad weather or for medical emergency. This area provides respite for our community 24/7. In the PDMP you state that the airport wishes to expand the areas to cover residential development in Gungahlin and Googong even though AirServices have told the community for the past couple of years at the Canberra Aircraft Noise Forum, in which I am the JRA representative, that for operational reasons they will not be changing the areas. Why then do you state in the PDMP that these areas will be changed by 2010 for areas that are not affected by aircraft noise and why are you not seeking to have these areas legislated so that if you breach them then there is an actual penalty associated with it? Only last month Virgin Blue breached the area (the Queanbeyan/Jerrabomberra area) and when we put in a noise complaint we were told by AirServices that the Canberra tower didn't even note the breach let alone report it to Virgin for follow-up and when clearly you can see it on Webtrak, which is the aircraft tracking tool.

Why, Noel, aren't you going down the path of requesting that they be legislated so that we do get 24/7 protection?

Answer: We are trying to get people to pay attention and we have written to Minister Albanese and I sent a letter to Forum members where Minister Albanese said 'talk to ASA' and we have got ASA's response and we are now back with Minister Albanese saying what can we do to strengthen these. He actually complimented us in that letter saying that our night-time noise contracts actually add extra vigour to the noise abatement areas. Jon Stanhope, as the chief Minister, is writing to Minister Albanese about it and we negotiated this western line down this side of the high noise corridor with the ACT Government in 2001/02 with a clear agreement that we would work with them and others to try and get this bridge across here. I accept that it hasn't happened yet, just like not everybody is flying the RNP and we are working and have got it on the table in our Master Plan and we have said to Minister Albanese that if we have got this wrong and if this can't happen, why don't you tell us by 8 May 2009. Politicians respond to the community about these sorts of procedures that is how all those flight paths got over the west side of the valley away from you. It's not 100% perfect I agree because we still have a lot of 35 arrivals on the ILS and over time we are trying to move it, and we haven't been able to accelerate that and that's a clear outcome but that doesn't mean it is never going to happen.

## **Current Noise Abatement Procedures**

Question: In the PDMP you state in chapter 14 on Aircraft Noise that a number of the current aircraft noise mitigation measures are in place for Jerrabomberra. For example night protection for Jerrabomberra residents landing on runway 17 between 8pm and 7am will be removed if residential development proceeds at Tralee and Environa.

Why are you threatening to remove noise abatement measures for Jerrabomberra residents who live under the runway centre line (where for safety/weather reasons 68% of all flights MUST use the runway centre line to land at Canberra Airport) if Tralee goes ahead?

Answer: Fundamentally, if Tralee goes ahead there will be noise sharing. We are not going to move the flight paths, we've got no power to move them. The community has the power through the political process and we are saying it's a certain outcome. You put 5,000 houses there, people are not going to cop the noise any more than you want to cop it. It's simple. You want the noise moved away from you, included in your Green Paper submission, so why are people going out there? I've heard people say, including Brian, that people will know about it. How many people were here in 1995? How many people bought under the flight paths, including up in Waterfall Ridge, in the last 5 years? And these people want the flight paths moved. They had the knowledge that the flight paths were there. There are Green Paper submissions from people who bought, last May, in a rural subdivision down the road here.

Brian asks Noel to show people where Tralee is. He points out, on the map, where Tralee is and states that most, if not all, of Tralee is going to be further away from the RNP and Tralee is completely irrelevant to any argument about noise paths and where they are moving. Brian also stated that the freight planes will be older aircraft and will not have the technology to fly the RNP.

Someone from the audience states "This is what we don't want". Another person says to Noel McCann "we want to be able to sleep just like you do".

Question: Why don't they swap the arrivals and departures?

Answer: The departures are much noisier.

Question: What type of planes will be bringing freight it?

Answer: 747's and 747 equivalents. Initially they will be 737-300's, that's the Toll fleet and they have an aspiration to move up to 757's. Brian added – but it will only take one 747 to wake everybody up.

Question: Canberra Airport advocates the use of the "high noise corridor" as the appropriate land use planning system in the vicinity of airports. How many Government jurisdictions (Federal, State, Territory or Local) have endorsed the high noise corridor for land use planning purposes?

Answer: Only the ACT Government, in the Canberra Spatial Plan 2004 and we have been trying ever since to get the NSW Planning Authority to do the same but we haven't been successful.

## **Aircraft Noise**

Question: Back to Chapter 14 on aircraft noise, the chapter opens with a quote from the Commonwealth Aviation Green Paper. “Aircraft noise management requires an effective approach to land use/planning etc”. This chapter commences at page 168 and rambles on for 25 pages before reaching a heading at 14.7.5 at page 193, which refers to Australian Standard 2021. Although there is a heading, there is no explanation or discussion of what actually is A.S. 2021. Why does the Master Plan avoid explaining and discussing that A.S. 2021 is the standard for land use planning decisions near airports, and is endorsed as such by the Commonwealth and every other State and Territory jurisdiction except for the ACT as you have just told us?

Answer: I’m sorry I’ll review that section – I thought it did discuss it. The standard 2021 looks at community values in the early 80’s of what noise is, and what we are saying is we have an artificial corridor created by planes not being able to fly over unless they are 5,000 ft. At Tompsitt Drive they are approx. 350m above the ground.

Margot advised the meeting that there is a link on the JRA website to the Preliminary Draft Master Plan on the Airport website.

## **Overnight Freight Hub**

Question: I need to bring to your attention table 6.2. On this table there is an indicative schedule for the initial stages of the freight hub – Stage 1 there is the arrival of a plane into Canberra at 00:30 and then that plane departs at 02:00. The next plane arrives at 00:35 and also departing around 02:00 to Perth. Stage 2 and 3 follow and I would like Noel to explain what Stages 2 and 3 are. But then there are planes arriving at 01:15, 01:45, 03:00, 03:45, 04:00 so basically what’s documented here is that between the hours of 23:30 (when the Virgin from Coolangatta arrives) and 02:00 that’s when they are planning to bring in their jet freighters. Is that correct?

Answer: That’s Toll’s plan.

Statement: So basically we currently have 5 propeller jets that are acting as freight planes and what you are proposing here is to commence with 1 – 3 jets per night when the freight hub commences. You say that growth may occur in any or all of the following ways which makes this part a bit difficult to comprehend.

Table 6.3 then goes on to look at scenarios from now to 5 years and then to 20 years when there will be 20 planes, including 15 jets, doing night-time freight operations and then you make a statement that beyond the 20 year period the number will grow.

Question: Beyond 20 years, how much will these numbers grow?

Answer: I don’t carry the numbers in my head but I am more than happy to respond on notice and that we actually believe that the growth will be gradual over the next 20 years and as you start to get toward the end of the 20 years you will get incremental growth. It may take another 10 or 20 years for that to actually happen but we see the aircraft growing in size before they actually grow in numbers and that is why the first part is incremental.

Question: At 6.5.2 what do you mean when you say “the impact of aircraft noise at night has the potential to cause greater impact than aircraft noise during the day?”

Answer: People are more sensitive to aircraft noise of a night-time than they are during the day, and I think we are conceding that.

## **Canberra Airport Ultimate Practical Capacity ANEF**

Question: At paragraph 14.7.6 the master plan refers to the Aircraft Noise Exposure Forecast (ANEF) or noise contours. This is a critical element of the aircraft noise discussion, yet the Master Plan only devotes 4 brief paragraphs in a chapter of 29 pages. Why have you concealed the table of proposed flight movements, which form the basis of the ANEF?

Answer: I didn't believe we did but we can take that on notice and add it. In 2007 we went through a public consultation on our long term ANEF at the airport and all the tables were available during that period. If you think it would be useful to repeat the table then we will be quite happy to take that on notice and consider it in terms of the Draft Master Plan provided to Minister Albanese. (we will note that for our submission).

Question: At page 81 you go on to the 737-300 single event noise contours. Have you considered the impact of night time aircraft landing and engaging reverse thrust with the explosive impact on sleeping residents, particularly but not exclusively those people who have purchased homes at Kingston Foreshores for example?

Answer: Yes, and we have also talked to ... you realise that sometimes aircraft reverse thrust is harder than other times and that we are mindful of it...yes.

Question: Is it true that this noise contour is actually your Practical Ultimate Capacity for the noise contour that contains the data that was in the Reihbein Report?

Answer: No. That's a 767-300 single event landing on the ILS assuming this RNP arrival flight path and this is the current departure flight path it flies. What we are saying this is the opportunity longer term but we were told by Qantas a couple of weeks ago that they would probably be replacing the 76's over the next 3 – 4 years with the A330's so we will now model the A330.

Brian advised that recently on the news Qantas has cancelled pretty much every one of their new planes and deferred the purchase of any new planes because of the current financial crisis so we won't be getting any new planes in the foreseeable future.

Question: In your Practical Ultimate Capacity figures that you plan to land a plane every 2 minutes throughout the night, what do you believe will be the impact of that?

Answer: Our strategy, as I said before, is to try and get aircraft away of a night time on this flight path and the navigation aids that will be developed over the next 5 years will assist in that but it won't be 100%...we accept that and we also accept that during this time we expect a GPS procedure that will bring them down the west side of the valley.

Question: Did you say they will be coming in from the north or coming in from the south, at 2, 3 and 4 o'clock in the morning?

Answer: There will be a mix of both...that's what I said in essence. We want more to come in from the north and we can do that with more navigational aids at the moment there would be less than 25% of them coming in from the north.

Question: So if you propose to do that, what measures do you propose to provide double glazing assistance etc. for residents that are going to have to put up with this noise because it was never on the plans when we all bought here 10, 15, 20 years ago?

Answer: There will be no compensation so that's out there for you to consider in your submission.

Noel then asked: what part wasn't on the plans when you bought out here?

Mark answered: Not many people would have been aware of these things. What measures do you people propose as part of this mediation process to assist people to be able to get to sleep at night?

Noel: This is a consultation not a mediation – the way we see this working is have more aircraft down this side but there will be noise relief compared to the straight over aircraft. We have tried to move this flight path away from this community and we agree its not there and its never going to be 100%.

Question: You keep saying that you accept that it isn't perfect but you don't actually sleep underneath the flight path. You only need one jet over your house at 3am to wake you up.

Answer: You should put that in your submission.

### **Questions from the floor**

Question: Civil aviation requires planes to land into the wind but in the majority of flights into Canberra, flights arrive to the north.

Answer: The only ILS flight path we have got is from the south to the north, straight over the top of Jerrabomberra.

Question: People that bought their houses 20 years ago, don't have double glazing but couldn't the new homes be fitted with this extra protection?

Answer: Double glazing and more insulation will assist but it won't assist when you are outside the building. People that are over-flown are complaining because the aircraft are over them. If 5,000 homes are built at Tralee, those people will complain and the politicians will make choices about who gets overflown that aren't overflown now.

Brian noted that we can't even get them to move the RNP a short distance west let alone over Tralee which is a long way to the west.

Question: Why can't the ILS be moved onto the RNP and make everybody happy?

Answer: I can't tell you why it can't be done – there are offset arrivals in other parts of the world on ILS similar to the straight in approach but I can't tell you why.

People have looked at it for Canberra and believe it can't be done.

Statement: If you move the ILS huts across a bit to where the RNP is, you've got a single track that every plane can follow in. I think we would all help you move them.

Margot stated that she has put that question to ASA and they have told her that it is too expensive.

Question: The document proposes to increase the number of flights, if runway 17 is the preferred runway and noting that the ACT is growing to the north, how is that going to impact our community if the community on the north side is going to start complaining about noise?

Answer: The arrival flights are away from Gungahlin and they are basically lining up about 22 kilometres out and previously they were marginally closer.

Question: Why are you using maps from 2004 rather than newer ones?

Answer: This is the last image we have got before this really started to develop with no flight paths around Googong.

Question: If the northern area is going to expand, won't those residents complain about aircraft noise?

Answer: (Margot) They already are and it's the Gungahlin Residents Association that have been asking the airport to expand the noise abatement zone to provide noise relief for their area, as they are being affected by aircraft noise.

Answer: (Noel) We wrote to the Gungahlin Development Authority in July 1999 when Amaroo first started to come out of the noise abatement area asking them if they were aware that they were selling land outside of the noise abatement area. Subsequently the Airport wrote to the ACT Government and it was only last year, through the election process in the ACT, where Gungahlin Community Council approached the ACT Government to move the lines.

Question: Who will pay for the navigation aids on the north side of Canberra?

Answer: AirServices will pay for it and they will recover it through the process with the airlines and the aircraft uses at the airport. This will be a GPS procedure and will probably come back to this community once CASA has progressed that further with ASA. The airport had a consultation with ASA yesterday (14 April 2009) and the opportunity is that this could be working in something like 12 – 15 months. I can't guarantee it because they can't guarantee it but that's the current target time frame.

Question: You guys manage the airport, you control the traffic coming in and out of the airport, can't you dictate that they come in this way?

Answer: We certainly do at night time. Over night, one of the procedures is that we basically close the cross runway of a night time and we put all of the aircraft on here and we ask them to fly around these noise abatement areas and I'm not saying they do it 100% of the time but they are doing it 99 point something of the time.

Question: Why aren't they doing it 100% of the time?

Answer: The air ambulance – if its on a medi-1 its got a contract saying if we are on a medi-1 we come in the safest and quickest way, otherwise we will fly the main flight path.

Question: How much research has been done into pollution from all these planes that are going to come in? Have you done any research?

Answer: Yes and we also carry out air monitoring every 2 years. We are going to have more planes and there will be more emissions from them. Will they trigger the thresholds? No.

Question: Hypothetically, if Tralee wasn't an issue, would there be an opportunity for further relief for people in this community from aircraft noise?

Answer: That's fundamentally what's been going on since 1995

Question: Can you move that any further west regardless of whether Tralee is there or not?

Answer: I misunderstood the question – it won't be coming inside the noise abatement boundary that's over Canberra. There is no room to move it further west, all we can do is jam more on the west side of this corridor without coming into the Canberra noise abatement area and Tuggeranong Community say keep the planes away from us.

Question: Why have the planes moved further to the east in the last 2 years?

Answer: I can't tell you that but I am happy to look into it. If you keep a record of when this occurs we will get the flight tracks checked by ASA. We will send the results to the JRA.

Question: Why does Canberra need a freight hub to operate between the hours of 11pm and 6am when you have shown us the figures for Sydney that operate for 78 million passengers and they still manage to operate the freight hub with a curfew?

Answer: Sydney is trying to constrain its freight growth and its got to go somewhere, and there is an opportunity for Canberra to do this.

Question: Why can't we have a curfew and why does the airport have to operate between those hours?

Answer: I repeat your comment

Question: I live in West Queanbeyan and moved there 5 years ago, in the last 2 years since that other runway was opened the noise, they are not above my home, but they are getting closer, I can see them, I can hear them,

Answer: We did some runway extension work in 2006.

Question from Mark Sawa, Queanbeyan Age: I would like you to respond to Brian's question about Tralee being irrelevant.

Answer: We had the Canberra noise abatement boundary running down this side

Question: Can you move the track over Tralee and can you do it?

Answer: We don't know if we can move it onto the flight track. The RNP turns at 3 mile and we asked if it could turn at 2 mile and over time it may happen.

Question: What about having the freight hub at Goulburn?

Answer: Goulburn could be a choice but it won't be at the current airport. It would need to be relocated and a whole new airport built as a freight airport. The Commonwealth might take that decision then if they do, there will be competition. There is also the possibility that the Commonwealth sells Richmond airport and it becomes Sydney's second airport, this would reduce the opportunity for Canberra.

Question: What about extending the runway further south?

Answer: I admit there could be a potential extension of the runway further south because we can't extend it to the north. The Department of Environment say it is too

environmentally sensitive and at the moment Defence are selling this land, most of it to the ACT Government or exchanging it for other land on the south side of Pialligo Avenue and therefore ASA and the airport are seeking to secure land south of the airport not only to extend the hia-lighting but also, longer term, looking at whether that runway needs to go south of Pialligo Avenue.

Question: Even with the recent 600m extension, at our request you left the current landing threshold in its current position, if you move the landing thresholds back to where the current end of the runway is today, then the planes will be 20m, on average, lower over Jerrabomberra...do you plan to move the threshold to the end of this new extension?

Answer: I don't think so, departures only, but I am more than happy to take that on notice and come back to you on that. No discussion about the runway extension is considered or moving the threshold again which means the landing point of where the aircraft are...where they actually hit the runway. They have explored the opportunity of moving the threshold 450m again when ASA upgrades the ILS in the next 2 – 3 years. Margot is right, 19 – 20 metres is the likely outcome of being lower over Jerrabomberra. That's why we want more on 17 and the Jerrabomberra by-pass.

Statement: But the reality is that the straight in using the ILS is the safest approach into Canberra Airport and the pilots have the call and they prefer the safest and easiest approach. At the end of the day, it's the pilots call whether he takes the RNP or he takes the ILS.

Question: Another issue is it true that what you are proposing in here is also to bring passenger planes during the middle of the night? Passenger planes from New Zealand and Hong Kong or the Asian region, its just not freight, is that correct?

Answer: Yes, and on this basis the early morning flights could be around 5.30am or 6am and the late night flight plus or minus midnight.

Question: I know the JRA opinion is to build houses at Tralee – what I'm concerned about is that in time technology will allow us to move the aeroplanes further. What's to say that in 5 years we're not going to be able to move across. Noel, do you know of any improvements that are on the radar and to the JRA, what in the JRA's thought process is taking into account the quantum leaps in technology that are going into planes? There is nobody in this room that lives in Tralee and we would all like the planes to fly over Tralee.

Answer: (Noel) Being able to fly this flight path that's not yet flown and having more arrivals from the north so there's no need for them to come in on the straight in approach. The 15 degree offset approach that's not even approved and is not flown yet but it makes up the data in the Practical Ultimate Capacity noise contours, but its on the diagram.

Surely that's a glimmer of hope.

Answer: (Margot responding from the JRA's perspective) We spent a lot of time tonight talking about curves and offsets and all the rest of it. The JRA's position is that we believe that Canberra Airport should have an 11pm – 6am curfew. The fact is that during sleeping hours whether it's a mile away from you or not its still going to

wake you up whether you've got double glazing and insulation or not – these are just all semantics and its really a big con because they aren't flying it – they prefer to fly straight in regardless of what the weather is doing and I don't believe that at night time it will be any different and if anything, it will be worse because you're going to hear the rumblings because of the low level of background noise around here and that is why the JRA says 'if you have a curfew from 11pm – 6am then Tralee can go ahead whether you are in the ACT or Jerrabomberra we will all be able to sleep' and that's why we are so strong about our position.

Statement: I think it is totally nuts to develop Tralee.

Statement: I would like it to be noted in the Minutes that there were no local, State or Federal members here.

Question: With regard to the parallel runway, is there a 100% guarantee that it won't come in or go from the south, that it will all go north?

Answer: Yes. There will need to be a full EIS and in that statement there will need to be commitments as to how that runway is going to operate.

Question: The way ahead for the JRA – is the association strong enough to go forward and make our submissions or do we need to set up a fund?

Answer: (Margot) We will draft our submission as we were intending to do. We have our information and I think we have garnered enough information tonight to proceed to draft.

Brian noted that anyone can go to the JRA website and look at the submission we have submitted, not only to the airport but to the jail, power station and Edwin Land Parkway.

Statement: Nobody has dedicated as much time to JRA as Margot has and she is a very competent person.

Question: The new terminal will be up and running in 2 to 3 years time?

Answer: No, 40 months.

Margot thanked Noel for his time to attend our meeting.

The meeting concluded at 9.45pm.

***The next meeting of the JRA will be held on Wednesday 20 May 2009 at 7.30pm in the Banksia Room at the Community Centre and anyone is welcome to attend.***