

# Minor Variation to Approved Major Development Plan Runway and Taxiway Expansion Program

Approved 4 April 2006



A WHOLE NEW WORLD...



CANBERRA  
INTERNATIONAL AIRPORT

*Note that this Minor Variation follows an identical format to that of the approved Major Development Plan (approved 26 August 2004).*

## 1.0 PRELIMINARIES

### 1.1 Introduction

On August 26 2004, the Hon John Anderson in his capacity as Minister for Transport and Regional Services approved with some conditions Canberra International Airport's Major Development Plan ("MDP") for the Expansion of Runways and Taxiways at Canberra International Airport.

The approved MDP outlined the following upgrade program at Canberra International Airport:

- 450m extension of Runway 17/35 to the South;
- Taxiway Bravo extension to the southern end of the extended Runway 17/35;
- Taxiway Bravo extension to the northern end of Runway 17/35;
- Strengthening of the existing Runway 17/35; and
- Upgrading of the run-up bay.

With the approval on 4 April 2006 by the Minister for Transport of this Minor Variation, the approved 2004 Major Development Plan is varied to the extent outlined in this Minor Variation.

The approved Major Development Plan as well this Minor Variation are available for purchase from Canberra International Airport or can be downloaded from the Canberra International Airport website at [www.canberraairport.com.au](http://www.canberraairport.com.au).

This Minor Variation varies the approved MDP in the following way:

- Alter the runway extension length up to a maximum of 600m. The exact length will be determined such as to satisfy CASA requirements. This is the maximum length of additional runway able to be constructed to the south remaining entirely within the current boundaries of the Airport; and
- Clarify that the southerly extension of Taxiway Bravo will extend the full length of the extended runway joining the southerly end of the extended Runway 17/35.

It is important to note that under the approved 2004 MDP, the Runway 35 landing threshold may be moved from its current location up to 450m south of its current location. This Minor Variation does not increase or change this. Therefore there is no further movement to the south of the threshold location proposed in the approved Major Development Plan. This ensures that there will be no aircraft noise impact or low-level overflight additional to that outlined in the approved MDP.

However, whilst from a legal point of view, under the approved MDP and approved Minor Variation, the threshold may be moved to the south up to 450m, Canberra International Airport has written to the Jerrabomberra Residents Association to advise that it will not be moving the threshold from its current location as part of these works. This is because of the significant additional cost in terms of relocating and/or upgrading navigation aids including the Instrument Landing System (ILS) compared to the minimal current operational benefit of moving the threshold. That economic and commercial reality is unlikely to change in the short term.

The entirety of the runway works envisaged in the approved Major Development Plan and Minor Variation will be incorporated within the current boundaries of Canberra International Airport. There will be no impact by construction on traffic on Pialligo Avenue or on any other land outside the existing boundaries of the Airport.

## 1.2 Major Development Plan – A Process

### 1.2.1 *Legislative Requirements*

The Major Development Plan for the Runway and Taxiway Expansion Program was approved under the auspices of the Canberra International Airport 1999 approved Master Plan.

In the period between the approval of the Major Development Plan and the publication of the preliminary draft Minor Variation to the MDP, the Minister for Transport and Regional Services, the Hon Mr John Anderson MP approved Canberra International Airport's second Master Plan on 11 February 2005.

Appendix 5 (pp81-82) of the 2005 Master Plan lists the lengthening and strengthening of Runway 17/35 as a short-term development (2004-2009) and notes that a further extension may be contemplated in the medium term (2009-2014). A Minor Variation to the approved 2005 Master Plan clarifying the changes to the approved MDP canvassed by this Minor Variation to the Major Development Plan was approved by the Minister for Transport and Regional Services alongside this Minor Variation to the Major Development Plan on 4 April 2006.

### ***Major Development Plans***

In addition to the Master Plan, Canberra International Airport is required by the *Airports Act 1996* (Cth) ("Airports Act") to prepare a Major Development Plan for major projects at the Airport, in this case for the construction of new runway and taxiway infrastructure. The Minister for Transport and Regional Services, the Hon Mr John Anderson MP approved with conditions Canberra International Airport's MDP on 26 August 2004.

The information contained within the approved MDP and in this Minor Variation is fully compliant with and serves to supplement that which is already outlined in the 2005 Airport Master Plan.

The MDP Process, as specified under Section 89 of the Airports Act, was triggered in the MDP for the Runway and Taxiway Expansion Program.

As part of the approval process, Section 92 of the Airports Act requires that a draft version of the MDP be offered for public consultation and comment for a period of 90 days prior to a final draft being submitted to the Minister for approval. Public comments on the draft version of the MDP were taken into consideration and responses provided to the Minister as part of the final draft MDP submitted to the Minister on 10 March 2004. The Minister approved the Major Development Plan with conditions on 26 August 2004.

### ***Minor Variations to Major Development Plans***

Section 95 of the Airports Act stipulates that where the Minister has approved a Major Development Plan and where the variation is of a minor nature, an Airport is to provide to the Minister a Minor Variation to the Major Development Plan for approval.

Canberra International Airport submits that the variation described in this document constitutes a Minor Variation to the Major Development Plan approved by the Minister on 26 August 2004.

As part of the approval process for a Minor Variation to an MDP, Section 95A of the Airports Act requires that a preliminary draft version of the Minor Variation be offered for public consultation and comment for a period of 30 days prior to a final draft being submitted to the Minister for approval. Public comments on the preliminary draft version of the Minor Variation were taken into consideration in the final draft and responses to the comments were provided to the Minister as part of the final draft Minor Variation. A public notice was published in the Canberra Times on the commencement of the period of public comment, with notices also published in the Queanbeyan Age and the Chronicle advising of the publication of the preliminary draft Minor Variation to the Major Development Plan. Reminder notices were also published in the Canberra Times and Queanbeyan Age near the end of the public consultation period.

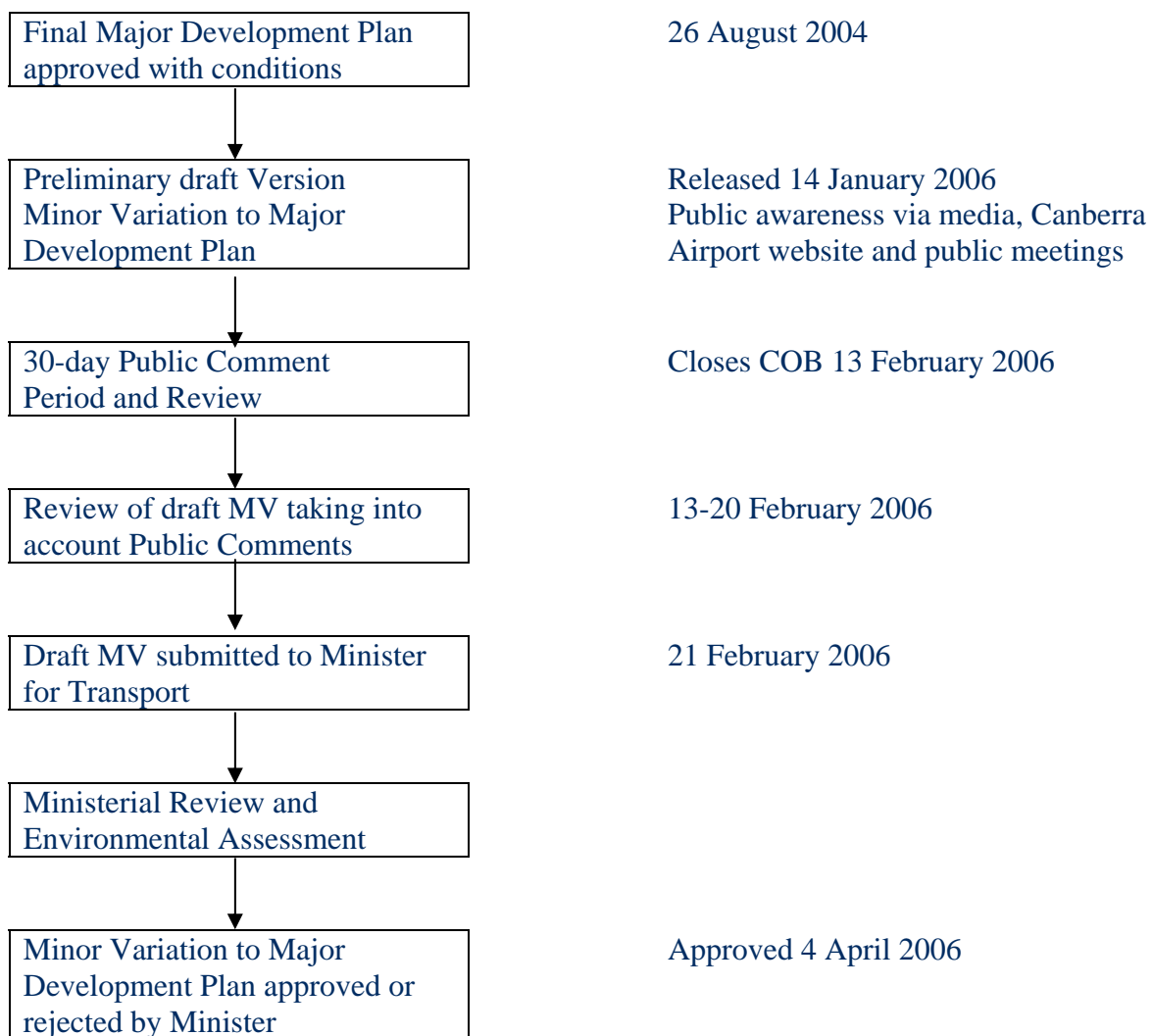
Following the period of public consultation and comment, Canberra International Airport reviewed the submissions received and submitted a final Draft version to the Minister for Transport and Regional Services for approval, along with a full consultation report incorporating copies of submissions and Canberra International Airport's response to the submissions.

On 4 April 2006, under the auspices of Section 95(2) of the Airports Act, the Hon Warren Truss, Minister for Transport and Regional Services approved the Minor Variation to the 2004 Major Development Plan for the expansion of runways and taxiways at Canberra International Airport.

### 1.3 Canberra International Airport – An Evolving Asset

No change

*Figure 1: Graphic of Major Development Plan Minor Variation Process*



## 2.0 THE PROJECT

### 2.1 Development Options

No Change

### 2.2 The Scope of the Runway and Taxiway Expansion Program

As described in the approved Major Development Plan, the altitude of Canberra International Airport (1,888ft above mean sea level) is such that its 2,683 metre long main Runway 17/35 is not sufficient to meet the requirements of airport users, particularly in the summer months when additional take off distance is required. Stage 3 of the Runway/Taxiway Expansion Program proposed in the MDP addresses this issue.

This Minor Variation varies the scope of works for the following components of Stage 3, covered by the approved MDP:

Stage 3(a)	Up to 600m extension of Runway 17/35 to the south in lieu of 450m.
Stage 3(b)	No change
Stage 3(c)	The extension of Bravo to the south will be further extended to meet the requirements of the additional runway extension length.
Stage 3(d)	No change
Stage 3(e)	No change
Stage 3(f)	No change

As indicated in the approved Major Development Plan, Stages 3(a) and 3(c) to 3(f) may be undertaken either as a single package of works or separately over a number of years, subject to regulatory approvals and commercial negotiations with stakeholders. Capital Airport Group also reserves the right to stage the construction of the Runway extension (Stage 3(a)) depending on commercial negotiations with stakeholders.

#### 2.2.1 Stage 3(a)

An extension of the Main Runway 17/35 to the south of up to 600m will be undertaken to address current limitations of the main runway, which restrict the destinations available to aircraft departing Canberra.

The provision of a stopway and Runway End Safety Area (RESA) at the end of the extended runway will be constructed according to the requirements set out in the CASA Manual of Standards for Aerodromes Part 139.

Note that a RESA and stopway may be catered for in part or in its entirety by runway pavement utilised for opposite-direction runway operations (eg: the RESA for Runway 17 may utilise some of the runway strip utilised for Runway 35 take-offs). A final decision on the nature and length of the RESA and stopway will be made following consultation and agreement with CASA.

As described in the approved MDP, the runway extension will also necessitate the construction of a blast protection fence or mound to prevent the effect of jet-blast on traffic on Pialligo Avenue. The size and nature of this blast fence will be finalised in consultation with CASA.

Airport lighting upgrades for future precision navigation equipment (such as ILS or GPS-based systems) may also be included as part of the runway lengthening and strengthening works.

### **2.2.2 Stage 3(b)**

No change

### **2.2.3 Stage 3(c)**

The extension of Taxiway Bravo to the South, to the end of the extended runway constructed in Stage 3(a), will prevent capacity restraints caused by aircraft taxiing along the extended portion of the runway before being able to take off on Runway 35. This Minor Variation extends Taxiway Bravo to the full length of the extended runway, that is, to a maximum distance of 600m.

### **2.2.4 Stage 3(d)**

No change

### **2.2.5 Stage 3(e)**

No change

### **2.2.6 Stage 3(f)**

No change

## **2.3 Objectives and Benefits of the Runway Extension and Associated Works**

The objective of Stage 3 of the Runway and Taxiway Expansion Program is to provide infrastructure at Canberra Airport that is capable of accommodating the needs of airport users, enable the airport to handle its projected number of movements in the future and more generally, allow the airport to realise its status as the Airport to the Nation's Capital.

### **2.3.1 Improved Performance of VIP Aircraft**

The further extension to the south of Runway 17/35 will further improve the performance of aircraft departing Canberra.

### ***2.3.2 Wide-Body Passenger and Freight Aircraft Capabilities***

The further extension to the south of Runway 17/35 will further improve the performance of aircraft departing Canberra.

### ***2.3.3 Environmental Benefits***

No change

### ***2.3.4 Safety Benefits***

The additional runway length outlined in this Minor Variation provides a greater margin of safety for aircraft departing from and landing at Canberra International Airport, further reducing the slight risk of runway overruns and similar incidents. It also allows improved climb-out for aircraft relative to obstacles to the north of the Airport (ie: Mt Majura).

### ***2.3.5 Increased Capacity in Low Visibility Conditions***

No change

### ***2.3.6 Increased Operational Capacity of the Airport***

No change

### ***2.3.7 Improved Run-Up Facilities for Larger Aircraft***

No change

## **3.0 CONSTRUCTION**

As indicated in the approved MDP, prior to the construction of each stage of the project, Capital Airport Group will seek approvals from the Civil Aviation Safety Authority (CASA), the National Capital Authority (NCA) the Airport Building Controller (ABC) and the Airport Environment Officer (AEO) in accordance the Airports Act and Regulations.

Capital Airport Group will develop a Method of Working Plan (MOWP) for each stage of the Runway and Taxiway Expansion Program subject to the requirements set out in Section 10.11 of the CASR Part 139 Manual of Standards for Aerodromes. An Environmental Management Plan for the construction will also be put into place in consultation with the Airport Environment Officer (AEO) and as required by the Department of Environment and Heritage. The Environmental Management Plan (EMP) will also incorporate those conditions on the project EMP stipulated in the Minister for Transport and Regional Services' letter of approval of the Major Development Plan, dated 26 August 2004.

### **3.1 The Site**

Construction activities will be undertaken within the immediate vicinity of the existing Runway 17/35 and major taxiways at the airport and immediately south of the existing Runway 17/35, extending along the extended centreline of the runway to the airport boundary. No construction activities are expected to extend beyond the existing boundaries of the Airport.

### **3.2 Disruption to Airport Operations**

No additional disruption beyond that described in the approved MDP is expected in relation to those changes contained within this Minor Variation.

## 4.0 AIRSPACE MANAGEMENT

No change

## 5.0 ENVIRONMENTAL CONSIDERATIONS

### 5.1 General Issues

There are no additional environmental issues in this Minor Variation pertaining to the runway and taxiway expansion program that were not already discussed in the approved Major Development Plan. The additional land required for the additional length of the Runway extension and associated southerly extension of Taxiway Bravo has no known environmental significance.

### 5.2 Environmental Risks During Construction

#### 5.2.1 *Flora and Fauna*

No change

#### 5.2.2 *Heritage*

No change

#### 5.2.3 *Construction Noise*

No change

#### 5.2.4 *Air Quality*

No change

#### 5.2.5 *Water Quality*

No change

#### 5.2.6 *Soil Quality*

No change

#### 5.2.7 *Waste Management*

No change

#### 5.2.8 *Contractor Obligations*

No change

#### 5.2.9 *Summary*

No change

## 5.3 Operational Risks on the Environment by the Project

### 5.3.1 *Flora and Fauna*

No change

### 5.3.2 *Noise Impact*

This is discussed in Section 5.5-5.10 below.

### 5.3.3 *Air Quality*

No change

### 5.3.4 *Water Quality*

No change

### 5.3.5 *Summary*

No change

## 5.4 General Measures for Dealing with Environmental Impacts

Canberra International Airport has in place an Environmental Strategy, which for the purposes of the approved Major Development Plan was approved by the Hon Mr John Anderson MP, Minister for the Department of Transport and Regional Services, on 11 August 1999. A new Environment Strategy is now in place. The Hon Mr John Anderson MP, Minister for the Department of Transport and Regional Services, approved Canberra International Airport's second Environment Strategy on 3 June 2005. There is nothing contained in the 2005 Environment Strategy that differs from the 1999 Strategy that impacts upon this Minor Variation to the Major Development Plan.

## 5.5 Aircraft Noise Impact of the Runway and Taxiway Expansion Program

### 5.5.1 *Present and Future Aircraft Movements at Canberra Airport*

Whilst aircraft movements and passenger numbers have increased in the period since the approval of the approved Major Development Plan, there is nothing in the updated figures that changes the nature of or impacts on the Runway and Taxiway Expansion Program as envisaged by this Minor Variation.

### 5.5.2 *The Impact of the Runway and Taxiway Expansion Program on the Noise Amenity of Residents*

The noise impact of the Runway extension and strengthening program as envisaged in this Minor Variation does not exceed that which was described in the approved Major Development Plan. The reasons for this is as follows:

- Whilst the runway extension will be increased towards the south, the runway threshold of Runway 35 will not be located further south than 450m from its current location. This is the distance envisaged in the approved Major Development Plan. Canberra International Airport has stated that at the current time, the current Runway 35 landing threshold will not be moved from its current location, though it reserves the right to move the threshold up to 450m to the south in the future as provided by the approved Major Development Plan and left unaltered by this Minor Variation.
- This means that the noise impact created by aircraft landing from the south on homes at Jerrabomberra and Fernleigh Park will either be the same as or less than that described in the approved Major Development Plan.
- The further extension of Runway 17/35 to the south will mean that aircraft departing towards the north on Runway 35 will be marginally higher than they would be with a 450m extension, leading to marginal improvements in aircraft noise.

The Canberra International Airport Year 2050 ANEF (as did the former Year 2020 ANEF before that) assumes the movement of the Runway 35 threshold to the level described in the approved Major Development Plan.

## 5.6 Dealing with Aircraft Noise

No change

### 5.6.1 *Introduction of Noise Abatement Areas*

No change

### 5.6.2 *Movement of Runway 17 Departure Flight Path*

No change

### 5.6.3 *Amended Night Operational Procedures*

No change

#### **5.6.4 High Noise Corridor Plan**

No change

#### **5.6.5 Noise Respite from Runway 12/30 Operations and General Aviation**

No change

#### **5.6.6 Night Freight Operators Agreements**

Since the publication of the approved Major Development Plan, Canberra Airport has expanded its Night Freight Operators Agreements with the signature of an additional significant night operator of aircraft at Canberra International Airport.

#### **5.6.7 Future Noise Abatement Measures under Consideration**

Since the publication of the approved Major Development Plan, Qantas working in collaboration with US firm Naverus, has designed Required Navigation Performance (RNP) arrival and departure flight paths to and from Canberra International Airport.

The RNP procedures, which were approved by CASA in late January 2006, provide an offset approach to Runway 35, avoiding direct overflight of most of the 600 homes at Jerrabomberra and Fernleigh Park located within the High Noise Corridor. Further, a vastly improved Runway 17 approach will allow increases in the number of arrivals from the North, further reducing aircraft noise impact on homes at Jerrabomberra and Fernleigh Park.

The works contained within the approved Major Development Plan and this Minor Variation will not impact in any way on the RNP procedures.

### **5.7 Australian Noise Exposure Forecast (ANEF)**

No change

### **5.8 Noise and Flight Path Monitoring System**

No change

### **5.9 Other Ways of Describing Aircraft Noise**

No change

### **5.10 Aircraft Noise Complaints**

No change

## **6.0 OPERATIONAL CHANGES TO CANBERRA AIRPORT**

### **6.1 Runway and Taxiway Operational Capacity and Variation to Flight Tracks**

#### ***6.1.1 Additional Use of Runway 17***

No change

#### ***6.1.2 Wide-body Aircraft Movements***

No change

#### ***6.1.3 Taxiway System Efficiencies***

No change

#### ***6.1.4 Changes to Published Arrival, Departure and En Route Procedures***

No change

### **6.2 Runway Threshold Locations**

No change

### **6.3 Runway Lighting**

No change

### **6.4 Navigational Aids**

No change

## **7.0 PUBLIC AND STAKEHOLDER CONSULTATION**

In accordance with the conditions stipulated under the Airports Act, the preliminary draft Minor Variation to the approved Major Development Plan was open for public comment for a period of 30 days from 14 January 2006 to 13 February 2006. Written comments on the preliminary draft Minor Variation to the approved Major Development Plan were officially accepted until Close of Business on 13 February 2006. A total of two (2) submissions were received. These submissions and Canberra International Airport's response to these submissions were contained in the Consultation Report attached to the final draft Minor Variation submitted to the Minister for Transport and Regional Services on 21 February 2006.

## 8.0 CONTACT DETAILS

The contact details for any correspondence pertaining to this Minor Variation to the Major Development Plan for the expansion of runways and taxiways at Canberra International Airport are as follows:

Canberra International Airport

In person:

1<sup>st</sup> Floor  
Brindabella Commercial Centre  
2 Brindabella Circuit  
Brindabella Business Park ACT 2609

By mail:

Capital Airport Group  
1/2 Brindabella Circuit  
Brindabella Business Park  
CANBERRA AIRPORT ACT 2609

Contact: Noel McCann or Alex Ananian-Cooper

Tel: (02) 6275 2222

Fax: (02) 6275 2244

Website:

[www.canberraairport.com.au](http://www.canberraairport.com.au)