



**Community Aviation Consultation Group
Minutes of Meeting
Thursday 3 June 2021
Cataract Gorge Room, Launceston Airport**

1. New members Introduction and Apologies:

Present:	James McKee Arun Kendall Angie Hart Claire Campbell Darren Walker Dave Groer Tim McLean Tim Gill Damien Blackwell Steve Farquer Shane O'Hare Marcus Lancaster Michael McLeod Ilya Brucksch David Peach Jacinta Sinclair	Chair Department of State Growth Tourism and Events Tas Govt Tourism and Events Dept of Infrastructure Airservices Australia Airservices Australia Airservices Australia West Tamar Council Tourism Tas CEO Launceston Airport LST Airport LST Airport LST Airport Launceston Chamber of Commerce Evandale Resident
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Apologies:	Arun Kendall Angie Hart Robyn Geason Olivia DeGroot Lisa Ross Peter Neilson	Department of State Growth Launceston City Council Tourism Tasmania Qantas Virgin Australia Community representative
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James McKee (chairman) welcomed all in attendance.

Confirmation of Previous Minutes:

The Minutes of the meeting held on 19.11.2020 were accepted as a true and accurate record.

Actions Arising:

Nil

2. Airport Update – Marcus Lancaster (ML)

2.1 Passenger numbers have been tracking at around 80% of pre COVID levels for April 2021.

There have been impacts to operations following the recent MEL lockdown with several cancellations occurring daily. SYD and BNE sectors have been performing well with flight loads above 85% on all flights.

2.2 State Government Funding: - ML

- 5.15 million in state grant funding has been secured. The funding will be used to complete the following projects;
 - New check in and security screening area
 - Arrivals hall extension.
 - New cargo facility.

3. Property and Retail - Michael McLeod (MM)

3.1 Tasmanian Fire Service (TFS)

- TFS have committed to set up permanent presence to assist in fighting bushfires across the state, with fixed wing aircraft and helicopters based at LST airport.
- Purpose built facility in concept design that will enable to be better equipped in fighting bush fires in Northern Tasmania.

3.2 Retail

- Sweetbrew have started operations downstairs in the gate lounge as per January 2021.

3.3 Cargo Facility

- A cargo facility is in concept design currently which may replace the existing hangar 10 and building 1 on the site.
- Concept includes a 1000m² facility including 300m² of office facilities
- The site will also be upgraded to include transport and parking facilities.

3.4 Tasmania Aero Club (TAC)

- Management have been investigating long term solutions for the club to ensure the long standing relationship with the aerodrome continues.
- Management have identified an opportunity to move the aero club to the old commandants quarters/B105 as a long term solution.

James McKee (JMc) – asked whether the move for TAC to B105 was to release the current aero club land for a higher or better use.

MM outlined that the aero club building was the location identified for the future TFS development.

JMc – asked whether TFS would be deploying aircraft assets permanently to Launceston Airport following the development and whether there would be any impacts to noise due to fire fighting operations

MM – outlined that there would be both helicopter and fixed wing assets deployed during peak fire season, however this practice had occurred during previous fire seasons.

4. Airport Operations and Security - ML

4.1 Wildlife management

- Wildlife had entered the airfield more frequently during low RPT activity and patrons as a result of COVID 19.
- There had been two aircraft strikes since the last meeting, both resulting in no damage to aircraft
- Large flocks of cockatoos had recently appeared close to the airport boundary due to seeding in adjacent farm lands. This had resulted in two Qantaslink aircraft requiring missed approaches. APAL are working closely with adjacent land owners to conduct management activities on the cockatoo population.
- A number of peacocks and peahens have been identified on neighboring properties close to the airport boundary. APAL are working closely with the adjacent land owner to conduct management activities.
- APAL are in the process of completing an update to the airfield fencing to improve wildlife management outcomes for the site. A further update provided in section 6.

4.2 COVID safe operations

- In place are signs, hygiene stations, decals and audible messaging
- New roles created – COVID safe officer. This role was designed to actively manage the outcomes of the APAL COVID safe plan including, social distancing/queues, ensuring hygiene stations are stocked/prepared and assisting around border processes.
- Processes/procedures are in place in the event that a level of infection may occur in the Launceston Airport.
- Worksafe Tasmania have conducted two site visits during the last meeting to review COVID safe measures. During the first visit areas of improvement were identified relating to the review of COVID safe plans across the airport precinct and the management of mandatory mask wearing in landside areas. The second visit reviewed the items raised during the first visit. During the second visit to site no items of concern were identified.

4.3 Regulatory compliance

- Three Aviation Maritime Security (AMS) audits were performed during the period. One non-compliance notice was issued as part of the audit activity.
- APAL provided an updated aerodrome manual to CASA on 12 May 2021, in accordance with the transitional arrangements within the Part 139 – Manual of Standards. The submission allowed Launceston Airport to remain a certified aerodrome and continue to operate flight operations.

5. Commercial (ML)

5.1 Aviation business development

- APAL are currently working with the State Government, Adelaide airport and Qantaslink regarding a possible direct service between Launceston and Adelaide.

JMc – invited Steve Farquer to provide comment on the routes viability.

Steve Farquer (SF) identified that the Launceston – Adelaide route is the third largest un-serviced market in Australia and that the state government had been working with Qantas and Jetstar on starting the route.

Qantaslink have just acquired five (5) E190 aircraft under wet lease, these aircraft have 94 seats and provide the right sized aircraft for the proposed route. Steve also identified that the route would be sustainable.

5.2 Rent relief provide by APAL

- Rent relief continues to be provided by Launceston Airport on a case by case basis.

JMc – questioned whether other airports across Australia are providing continued rent relief.

ML identified that many airports are providing rent relief across the country. The APAC group (Melbourne and Launceston airports) were one of the first to enact rent relief to onsite businesses during COVID.

6. Projects Ilya Brucksch (IB)

6.1 Border Processing Facility

- An overview of the border facility was provided to the group.

Jacinta Sinclair (JS) – provided feedback that the public were grateful for the border process being in place and the way the facilities were operating. She stated that people she had spoken to identified that the Launceston Airport facility was the best in the country to use.

ML outlined that the facility would be in place for the foreseeable future and that the State Government had mooted the border process being in place into 2022.

SF asked a question to the airport team regarding the percentage of people who arrive unprepared for the border process.

ML outlined that around 20-40% of people arrive unprepared, however the processing time from low risk areas was approximately 15-25 minutes.

IB outlined that the state government could re-invest in people based at the departure airport to educate people on the border process.

ML asked SF whether all airlines were notifying passengers of the border requirements, recalling a previous experience where Jetstar had notified of the requirements.

SF outlined that Qantas group are providing text messages to passengers on border entry requirements, Virgin Australia had not confirmed whether alerts were provided to booked passengers.

6.2 Airfield Fence project

- 2.5km of fence is currently identified to be replaced with a higher standard of fence on the airside boundary.
- The project is working with the Airport Environment Officer (AEO) regarding heritage and cultural item management on the proposed site as well as PFAS management requirements.
- The project will substantially improve the wildlife management outcomes for the airport.

6.3 Security Screening Upgrade project

- The Federal Government has legislated a requirement to implement next generation screening equipment including body scanners and CT x-ray technology.
- The project is currently at detailed design phase.
- The project will build a new check in hall and move the passenger security screening point into the existing check in hall.
- State and Federal funding has been provided for the project.
- A communications campaign will be completed by Launceston Airport with the community prior to any new equipment being rolled out.
- The current program has construction starting in August/September 2021

6.4 Building 105

- Working with the AEO on the heritage requirements of the building for the upgrade works.
- This project will upgrade B105 to the current disability discrimination act requirements, including the implementation of ramps, widening of doorways, installation of car parks, a new kitchen and bathroom.
- The Tasmanian Aero Club have been identified to move into the upgraded building.

IB provided a general update on the locations of B105, cargo facility and arrivals hall projects.

JS raised a question regarding the Miss Flinders aircraft in the terminal and whether it will be staying on the ground. JS outlined that the community feedback provided to her regarding the display of the aircraft was positive, however the loss of floor space had been impactful to seating capacity in the departures lounge.

IB outlined that the current plan was to hang the aircraft from a new mount, however there had been delays due to engineering challenges.

7. Environment Report (IB)

- A waste management strategy is underway to better manage organic waste and to eliminate single use plastics on the site.
- There were 6 environmental incidents that occurred on airport since the last meeting, none of which escaped to drains.
- Water testing continues onsite.
- APAL continues to work with Airservices Australia in relation to PFAS management on the site. This includes continuing engagement within a PFAS working group consisting of the Tasmanian Environmental Protection Agency (EPA), State Government Department of Health, the Department of Primary Industries, Parks, Water and Environment and Airservices Australia. The working groups focus is to ensure a program of work is in place to understand and manage PFAS on the airport site.

JMc – asked how active the PFAS working group was.

IB outlined that the working group meet every two months and that the group was very motivated to continue work on PFAs understanding and remediation on the site.

- Two noise complaints were registered since the last meeting. Tim Gill provided a further overview in the Airservices update as part of general business.

8. General Business

SF provided an overview of the aviation recovery for the state. SF stated that the recovery of Launceston Airport was tracking well, providing particular examples of additional frequencies on SYD and BNE services by Qantaslink and Virgin Australia and the upscaling of Qantaslink MEL services to the B717.

Tim Gill (TG) provided an overview on behalf of Airservices Australia – slides attached as part of the minutes.

As part of the presentation Tim McLean outlined that aircraft movements were similar to those identified prior to COVID. This was due to additional general aviation activity during Regular Public Transport aircraft reductions.

JS asked whether Airservices Australia PFAS testing results would be made available publically.

TG outlined that the airport and the regulator are provided the testing results first and that in time the results are provided on the Airservices Australia website for review.

JMc highlighted that Peter Neilson had been an apology for the last two meetings and may be stepping down as a community member of the CACG. JMc identified an action to recruit additional community members for the group which was supported. JMc committed to work with Launceston Airport to recruit additional community members and asked other members to put forward people they thought would provide good community representation in the committee.

JS raised the opportunity to implement a welcome to country within the arrivals hall expansion.

IB identified that the proposal was a good idea and would work with local indigenous contacts to implement elements into the design. JMc outlined he would also be available to provide assistance if needed.

Meeting closed: 3:00pm