

CANBERRA AIRPORT SUBMISSION TO THE PRODUCTIVITY
COMMISSION

RESPONSE TO THE REGIONAL AVIATION ASSOCIATION OF AUSTRALIA SUBMISSION

12 OCTOBER 2018

- PUBLIC SUBMISSION -

This submission is related to the Regional Aviation Association of Australia (RAAA) submission dated September 2018 which alleges that Canberra Airport has experienced a reduction in safety due to the wind effects of development too close to Runway 12.

We would like to definitively go on record noting that every building, aviation and commercial, has been approved, both before and after construction, through proper channels which include aviation safety regulators, CASA and Airservices. These allegations are not supported by fact.

Further, the Qantas Hangar and the Majura Office Park buildings have been in position for more than ten years. Aviation users have continued operations since the buildings were complete.

We have heard from pilots, who have used this airport for decades, both before and after the construction of these buildings, that from time to time, planes have experienced turbulence due to combinations of Canberra's unique terrain, and varying wind directions and velocities. This happened sporadically before construction of these buildings, as well as after. There is no pattern of increased claims of turbulence.

Additionally, over the past 20 years, we have had rare turbulent events on 35 Arrival in North Easterly wind (no buildings near), including heavy landings. We log all of these events.

We take allegations of any potential threat to safety very seriously, and Canberra Airport's risk analysis warns 'pilots of the rare potential weather event,' a practical, reasonable and diligent safety management tactic.

Thank you for your consideration in this matter, and please let us know if you have any additional queries.