



## COMMUNITY AVIATION CONSULTATION GROUP

2.00pm – Thursday, 8 December 2022

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 & representing Pialligo Residents Association and North Canberra Community Council
Canberra Airport Director of Planning & Government Relations
Canberra Airport Noel McCann, Director of Planning and Government Relations Susan Mulligan, Executive Assistant Michael Lee, Planning and Environment Officer
Fernleigh Park Community Association (FPCA)
Jerrabomberra Residents Association (JRA)
Tuggeranong Community Council (TCC)
Weston Creek Community Council (WCCC)
Gungahlin Community Council (GCC)
Queanbeyan-Palerang Regional Council (QPRC)
Airservices Australia (ASA)
Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA)
ACT Environment, Planning and Sustainable Development Directorate (EPSDD)
ACT Chief Minister, Treasury and Economic Development Directorate (CMTEDD)
Transport Canberra and City Services (TCCS)

## Summary of Attendees

Community Groups Note: Chair represents 2	7	Canberra Airport	3
Queanbeyan-Palerang Regional Council	1	ACT Government	2
Commonwealth Government DITRDCA	2	Guests	2
ASA	1	<b>Total</b>	<b>18</b>

### 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.

Airservices introduced themselves participating via Teams.

The following apologies were noted:

- Canberra Airport
- Queanbeyan-Palerang Regional Council
- CMTEDD
- NSW Department of Planning and Environment
- RAAF 34 Squadron
- Aircraft Noise Ombudsman

#### 1.2 Declaration of Impartiality by the Chair

As President 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.

#### 1.3 2022 CACG Representation

Persons nominated to represent their community groups were noted.

#### 1.4a Notation of Correspondence since the last meeting

The correspondence was noted.

#### 1.4b 2022 Meetings/Consultations

The list of Meetings/Consultations attended by Canberra Airport to date in 2022 was noted.

## **2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 28 JULY 2022**

The Meeting Notes of CACG Meeting held on 28 July 2022 were accepted.

## **3. GUEST SPEAKER**

The Chair introduced and welcomed the guest speaker from Transport Canberra and City Services, and colleague to the meeting.

TCCS spoke to a Powerpoint presentation. The following additional comments were noted:

- Monaro Highway Upgrade – The tender process had commenced.
- Pialligo Avenue Duplication – Currently no funding available.
- Molonglo River Bridge – Currently in tender evaluation process.
- Parkes Way and S-W Corridors Study – Study to 2050 on traffic volumes. Federal funding for this project redirected to light rail.
- Garden City Cycle Route – Feasibility Study being progressed. Some consultation has been had with community groups.
- ACT Multimodal Network Plan – Moving into Stage 3 in starting to prioritise some of the solutions. One of the outcomes should be a map of the Territory of where these sit in the movement and place corridor.
- Raising London Circuit – 665 parking spaces were closed in the City to set up the construction compound. TCCS is monitoring the situation but the real impacts will come to light with the return of schools and universities in early 2023. We are hoping to see a redistribution of people using public transport. We are working closely with businesses that are impacted by these disruptions.

Noel added that Canberra Airport had agreed on a joint communication strategy which included tenants at Constitution Place in the City. The Airport will ramp up a similar strategy with the airlines about travellers commuting to the Airport to meet flight times. We have worked on a plan that there are two access points off the Monaro Highway.

TCCS advised that a lot of commuters would come off Edinburgh Avenue to get into the City, however it was a ghost road this week and TCCS was trying to work out why. TCCS would continue to promote the Edinburgh Avenue access.

- Disruption Taskforce – There are three working groups in terms of managing network demand, promoting and activating alternative modes of transport and focusing on infrastructure areas that can be changed – for example the signalised roundabout at Coranderrk Street had improved queuing at Parkes Way.
- Disruption Mitigations - The ACT Government is currently procuring CCTV cameras (30) and blue tooth sniffers (around 40) for the Transport Management Centre which would allow the Centre to identify congestion areas in real time to inform the 'Rethink Your Routine' campaign. The best form of information is that provided before a commuter gets into their car.

- Communications – These projects will go on for a number of years and it will have a number of stages. TCCS would attend meetings such as this CACG to inform as many people as possible.

JRA said the Monaro Highway was quite congested in the morning and could build right up to the intersection of Dairy Road and Newcastle Street (between Fyshwick and Morshead Drive).

TCCS advised the Monaro Highway project did not go up that far, however TCCS was aware of this issue and all it could do at this stage was adjust some of the traffic signals at the other end. It is a difficult one to solve.

Noel said the congestion would only get worse on Morshead Drive.

The Chair asked what TCCS thought the traffic flow from Queanbeyan would be like as a result of the Monaro Highway upgrade works?

TCCS said work was ongoing in terms of this project and those issues. Once TCCS had finalised its internal review, it would be able to come back to the CACG with more information in the new year.

The Chair asked about Beltana Road, as it was not included in the presentation, and whether funding had been secured?

TCCS said that work was funded and expected a site compound to be established prior to works commencing in the year.

JRA said it would be useful to have signage on roads that advised commuters where to go prior to hitting congested areas. It is grid-locked between Newcastle Street and Morshead Drive.

CMTEDD asked TCCS if there was a preferred avenue for people to provide suggestions to TCCS?

TCCS advised that could be done through “Fix My Street” which was currently going through an internal review in terms of how it might be upgraded.

Noel advised the Airport’s communication with the tenants and airlines is that people should refer to the Disruption Taskforce website. The Airport meets with the Taskforce every 6-8 weeks and has been doing so since about May in an effort to be well informed and to get information to people before anything happens and that has worked to some extent.

<https://www.act.gov.au/lightrailtowoden/traffic-disruptions/disruption-task-force>

#### **4. AIRSERVICES AUSTRALIA (ASA)**

##### **4.1 Update on Weetalabah Estate Consultations, including outcome of additional ASA Investigations (Volans Models) requested by the Chair on 10 August 2022**

ASA advised that ASA intended to commence a consultation process with the airlines to determine if they can identify any opportunities that may assist this community. The pilots should be able to advise ASA what they can do within their Standard Operation Procedure (SOP) that is still safe that might give this community some noise relief.

ASA noted some changes in noise levels in July due to ASA making a change that allowed some of the Turbo and Dash 8 aircraft to use a different procedure. These are slower moving aircraft and there is a noise sharing component as well as a safety component.

The Weetalabah community was not happy that ASA could not just move the flight path onto another community. They are hoping that ASA can push that conversation with the airlines and the airport. They are conscious we may not be able to find anything, but we will do our best.

JRA enquired what airlines operated the Saab aircraft?

ASA advised Link operated the Saabs under license to Virgin and operated their own Saabs to Newcastle and Coffs Harbour.

JRA enquired about the Cessna and whether they were privately operated?

ASA believed they may be charter aircraft or selling their services to the airlines. There has been a change in the aircraft type due to Covid. The aircraft do not appear to be flying any lower.

JRA enquired if that was why Qantas did not use RNP as much as Virgin?

ASA said this particular investigation relates to flights that are possible where the weather is good. The Qantas Dash 8 aircraft have been equipped recently and have started to fly RNP.

Noel added the Q400 aircraft do not use the cross runway and they are the ones that have started to fly the RNP since July. The 717s are operated by Qantas affiliates and the 737s and Q400s fly RNP.

He informed the meeting that ASA and the Airport had been working on moving to a Digital Aerodrome System (DAS) and early next year there will be some temporary cameras erected on the current ATC Tower. It will be a trial and then move to a single tower (at Hangar 48). The proposal is that the trial will go for six months and by 2024 we will have a digital tower. The only airport in the world using it at the moment was London City Airport which is a busy airport.

ASA added that Canberra Airport is going to be the first one in Australia which is exciting. It helps the ASA controllers get a lot of information and it will really transform the way that we work. The operators will continue to be in the Tower, however in time they could operate from anywhere.

#### **4.2 General Briefing**

ASA spoke to the Powerpoint presentation.

#### **5. CANBERRA AIRPORT**

Noel spoke to the Powerpoint presentations in terms of agenda item 5.1 Aviation Update and items 5.2 to 5.6 in terms of:

- Demolition of the old GA hangars has commenced.

- Four houses on Richmond Avenue in Fairbairn have been demolished and we are in the process of designing an office building in that location, having recently completed a laboratory for the TGA and an office building for the Department of Health. Houses are not meant to be on airport, however Canberra Airport has a Fairbairn Housing Strategy which it updates from time to time prior to submitting to DITRDCA for information.
- In Fairbairn we are in the process of adapting the former powerhouse into a café.
- The Runway 12 threshold has been displaced. There are no issues with the operation of it and safety has been enhanced as aircraft will fly higher over RMC/ADFA etc.
- We are working on an exposure draft Major Development Plan for an office proposal at 3 Wellington Place in Majura which we hope to provide to relevant stakeholders at the end of January 2023 with public consultation sometime in March.
- Café Avion has been demolished to make way for an amphitheatre in the Brindabella Business Park.
- The Airport expects to have 6 Brindabella Circuit leased up on current enquiries before June 2023.
- “Project Pialligo” is likely to be a Major Development Plan process.
- We expect at this stage that Qatar will tell us sometime in the new year if they intend to commence services in April 2023.

## **6. REPORTS**

### **6.1 Community Groups**

FPCA tabled a report on behalf of the Fernleigh Park Community Association.

WCCC thanked Noel for providing assistance for the community Garden Party in Fetherston Gardens which was held on 30 October 2022 to commemorate the Queen’s Jubilee.

JRA advised Christmas carols would be held in Jerrabomberra on Saturday night. Funding had been received to aid in bringing the community together.

### **6.2 Department of Infrastructure, Transport, Regional Development, Communications and the Arts**

DITRDCA spoke to the DITRDCA Briefing Paper.

EPSDD asked in terms of the PFAS Investigation, would that only extend to the boundary of the Airport?

DITRDCA advised yes at this stage. Beyond that it would be up to the Government of the day to make any changes to the scope.

Noel informed the meeting that prior to commencement of the DITRDCA PFAS Investigation, the ACT EPA had established a Canberra Airport PFAS Roundtable which is attended by ACT EPA, Canberra Airport, Airservices, DITRDCA and DCCEEW (Federal Environment). The discussion about what is happening outside of the Airport is being managed by the ACT Government. In 2018 some work was done in the Pialligo Village by GHD for ACT Health and he expected a new suite of groundwater sampling work to be undertaken in Pialligo to update the 2018 GHD investigation.

He added that the Airport currently measures stormwater coming out of the airport and into the Molonglo River and had recently added one more sampling point at the River as QPRC is in the process of upgrading the Sewer Farm. Stormwater flowing into the Woolshed Creek is also monitored. There is plenty of data. The Airport was pushing Airservices to extend its bores to outside of the Fire Station and Fire Training Ground leased areas.

### **6.3 Queanbeyan-Palerang Regional Council Update**

QPRC spoke to the Meeting Brief.

In terms of the new QPRC Local Environment Plan, the following link is provided:

<https://www.qprc.nsw.gov.au/Building-Development/Planning-Zoning/New-Comprehensive-LEP>

### **6.4 ACT Government Update**

EPSDD spoke to the following:

- a) Territory Planning System Review and Reform and draft District Strategies

The key changes to the planning system are:

- A new Planning Act (Planning Bill)
- A new Territory Plan
- Introducing District Strategies

The Planning Bill 2022 was introduced in the ACT Legislative Assembly on 21 September 2022. EPSDD worked closely with industry and community representatives to make sure the balance was right within the legislation.

Community engagement for the draft District Strategies and the draft new Territory Plan commenced on 1 November 2022 and will close on 3 March 2023. Feedback can be made through the “Your Say” website.

<https://yoursayconversations.act.gov.au/act-planning-review>

b) Eastern Broadacre Progress / Land Sales

The next step is to complete the documentation and submission required under the Commonwealth Strategic Assessment Act under the EPBC Act and this will be done next year and submitted to the Commonwealth Department of the Environment. Part of the EPBC process is public consultation should the outcome be positive.

c) East Lake Study

East Lake is the area bounded by the Kingston Foreshore, Jerrabomberra Wetlands and Canberra Avenue. A draft 'place plan' has been prepared and is anticipated to be released for community consultation in 2023. The study proposed an additional 650 residential dwellings by 2025/26. Updated technical assessments are being prepared to understand current and future community needs.

<https://www.planning.act.gov.au/urban-renewal/other-projects/eastlake-urban-renewal>

CMTEDD suggested that the community groups should let Susan know what other issues they would like reported upon by the ACT Government at future CACG meetings.

#### **6.5 NSW Department of Planning and Environment Update**

The Meeting Brief prepared by NSW DPE was noted).

#### **7. OTHER BUSINESS AS RAISED AT THE MEETING**

No other business was raised.

#### **9. NEXT MEETING**

It was noted that the next meeting is proposed for Thursday, 30 March 2023, to be confirmed by release of agenda.

There being no other business, the Chair closed the meeting at 3.50pm.