



COMMUNITY AVIATION CONSULTATION GROUP

2.00pm – Thursday, 13 April 2023

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 North Canberra Community Council
Canberra Airport Noel McCann, Director of Planning & Government Relations Michael Thomson, Head of Aviation Susan Mulligan, Executive Assistant Michael Lee, Planning and Environment Officer
Tuggeranong Community Council (TCC)
Jerrabomberra Residents Association (JRA)
Gungahlin Community Council (GCC)
Weston Creek Community Council (WCCC)
Swissport
Airservices Australia (ASA)
Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA)
ACT Environment, Planning and Sustainable Development Directorate (EPSDD)

Summary of Attendees

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

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.

The following apologies were noted:

- Fernleigh Park Community Association
- Ridgeway Community Council
- Airservices Australia
- Swissport
- Queanbeyan-Palerang Regional Council
- ACT CMTEDD
- NSW Department of Planning and Environment
- Aircraft Noise Ombudsman

1.2 Declaration of Impartiality by the Chair

As the representative 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 2023 CACG Representation

Persons nominated to represent their community groups were noted.

1.4a Notation of Correspondence since the last meeting

The correspondence was noted.

JRA referred to the Googong Residents Association (GRA) request to become a member of the CACG in terms of the process.

Noel advised he had called the GRA to discuss the matter which concluded with GRA advising that he did not believe the GRA necessarily had to join the CACG. Further, he had discussed the matter with the Chair about asking Airservices for some STARS tracks to ascertain how high the aircraft are with a view to providing that information to GRA. It would be interesting to see if there might be the odd aircraft not on the STARS track.

It was agreed that the Chair should write to Airservices requesting information about any DASH-8 flight paths on arrival over Googong not following a STAR track, including height above the ground?

The correspondence as listed was noted.

1.4b 2023 Meetings/Consultations

The list of Meetings/Consultations attended by Canberra Airport to date in 2023 was noted.

2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 8 DECEMBER 2022

The Meeting Notes of the CACG Meeting held on 8 December 2022 were accepted.

3. CANBERRA AIRPORT

3.1 Aviation Update

Michael spoke to the Powerpoint Presentation (copy attached) in terms of:

- The airlines are flying smaller aircraft more frequently.
- 2019 versus current – we are between 80-85% or 20% down on passenger numbers in terms of where we were in 2019. It is important for the airport as we get paid per passenger.
- For various reasons the airlines have control over the number of seats and prices are fairly substantial at the moment. Over the next six months we envisage the airlines putting on bigger aircraft. For instance, Virgin is not flying any 737s to Sydney and we hope they will start doing that.
- The displacement of the threshold on Runway 12 means aircraft are coming in higher over Campbell, ADFA etc which is much safer. It does not affect the efficiency of that runway. We consulted widely on the issue, including with the Airport's General Aviation (GA) community. Now it is enforced, there are no issues.
- Fiji Airways has a charter flight coming in tomorrow (Friday 14 April) at 1pm carrying 100 rugby supporters. We are taking the opportunity to make an announcement with the Deputy Prime Minister of Fiji and the Chief Minister that Fiji Airways will be commencing regular services to Fiji in July.

Fiji Airways flies directly out of Nadi to the US with an approximate two hour transit from Canberra at Nadi to the US. The travel time to the US is about the same as going through Sydney. This is a real business and tourism opportunity for Canberra; the first since 2020.

The Fiji Airways aircraft will be taking off and landing in the middle of the day. Arriving between 11 and Noon and departing by 2pm.

GCC asked if there was any news regarding Singapore Airlines' return?

Michael advised the Airport was in ongoing discussions with Singapore Airlines, however they still have capacity out of Sydney. What we imagine they will do is fill up out of Sydney and then start looking at other ports to operate 3-4 days a week to commence. We are hoping the start-up of the Fiji service will provide impetus for Singapore as well as other airlines such as Air New Zealand to commence operating out of Canberra. Ideally, we will have Singapore, Qatar, Fiji and New Zealand and that is our vision for the next couple of years.

Fiji has one of the newest fleets in the Pacific with a 737 Max out of Canberra and the service is first-class. They operate A350s to the US and Canada which is the latest and best fuel-efficient aircraft. The cost of flights from Canberra to Nadi are going to be very reasonable.

WCCC enquired about Qatar?

Michael advised he had very little visibility about Qatar as they were very much a rule onto themselves and therefore did not know when they might return. He was more confident about Singapore Airlines returning.

3.2-3.7 Canberra Airport Meeting Brief

Noel spoke to the Meeting Brief in terms of agenda items 3.2 to 3.7 and concluded by asking for questions.

JRA asked about parking with respect to the 9 Molonglo Drive (Brindabella Business Park) and 3 Wellington Place (Majura Office Park) proposed office developments and whether the Airport had adopted a formula for traffic and staff parking?

Noel advised the Airport worked off a ratio of 3 car spaces per 100m² of office space. He also advised that the trial shuttle bus from Fairbairn to connect with the R3 at the Terminal had not been very successful, however the Airport continued to work with TCCS to find ways to get more people on bus services to and from the Airport. Retail parking was designed for people on the weekends only. There are plenty of retail car parks in Majura and the Airport is constantly reviewing car parking in the airport precincts to find ways of providing more and over time there will be more car parking. Looking at the Brindabella Business Park experience, it was once all on-grade car parking and the odd basement. It now has structured car parks that offer plenty of spaces.

The Chair asked if the road at Harris Farm will be reinstated?

Noel advised no, however Mustang Avenue services approximately 50% of the traffic at the IKEA roundabout and the link road off Majura Road. The ACT Government was currently undertaking an infrastructure review in this area (nearby IKEA site) where there will be a redesign of the road coming off the Majura Parkway, roundabouts and opportunities off Woolshed Creek. This is zoned Area C in the Eastern Broadacre planning.

GCC said there is no connectivity from Gungahlin to the Airport and asked if the services are predominantly from the City to the Airport or from other places?

Noel advised the R3 bus service travels from the City via Constitution Avenue, Russell Hill and Morshead Drive to the Airport. Route 54 travels from the City to the Majura Park via Limestone Avenue, Fairbairn Avenue, Majura Road. Route 54 travels into Majura Park to service the retail sector rather than the office accommodation. There are no services to the Airport from Gungahlin with the only option being to catch the tram into the City to connect with the R3.

GCC asked if there was anything the GCC could do to at least get a bus service at peak hours? Perhaps put a case to the ACT Government? Or perhaps work with the Airport which might be more successful.

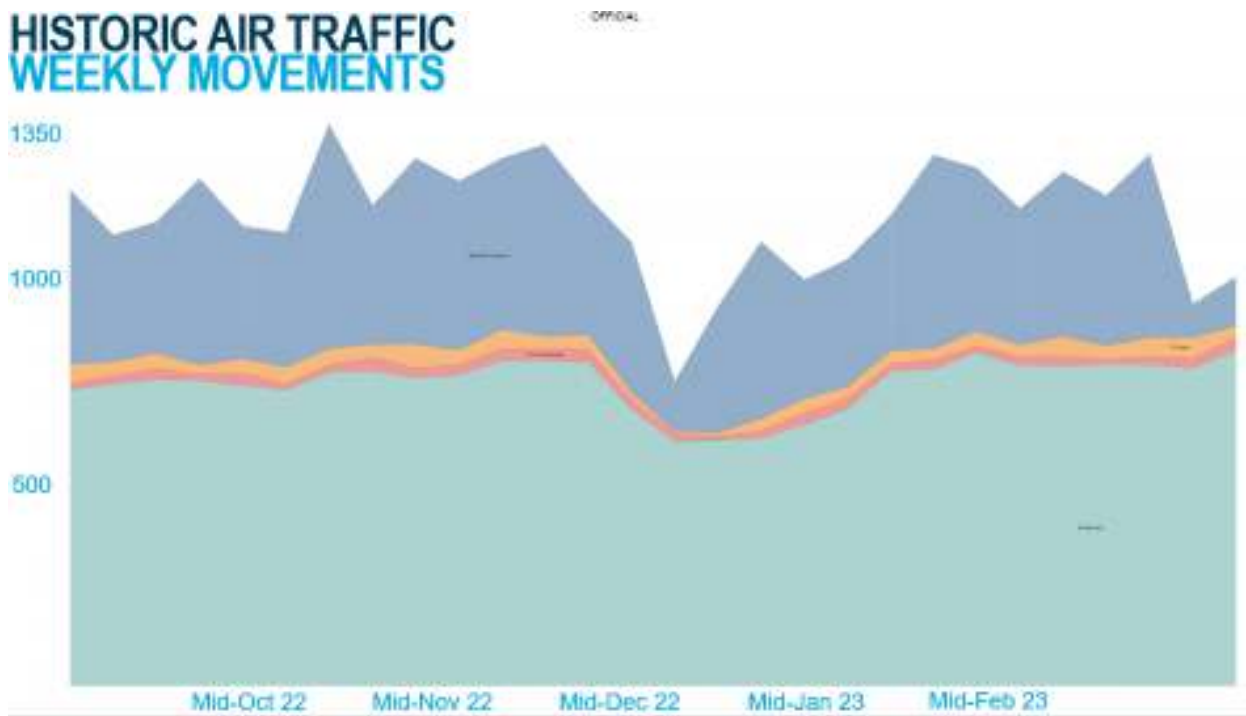
Noel suggested it would be useful if the GCC could sample its residents to determine numbers that would use a bus from Gungahlin to the Airport in terms of coming to the Terminal or Business Parks during the week. The Airport is happy to discuss this matter with TCCS as it consults frequently with that agency and between now and the next meeting of the CACG would commence discussions with TCCS about this issue.

WCCC said for his community the hospital was the pressure point for buses. He suggested he and GCC discuss this matter further out of session.

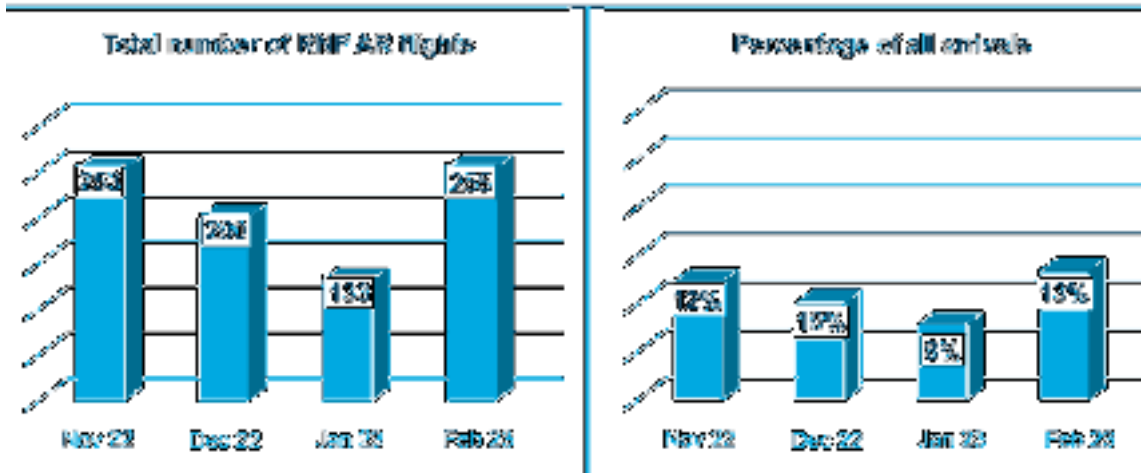
GCC made the point that Gungahlin has no public transport other than the tram.

4. AIRSERVICES AUSTRALIA (ASA) GENERAL BRIEFING

ASA spoke to the Powerpoint presentation:



RNP AR (SMART TRACKING) USAGE NOV 2022 - FEB 2023



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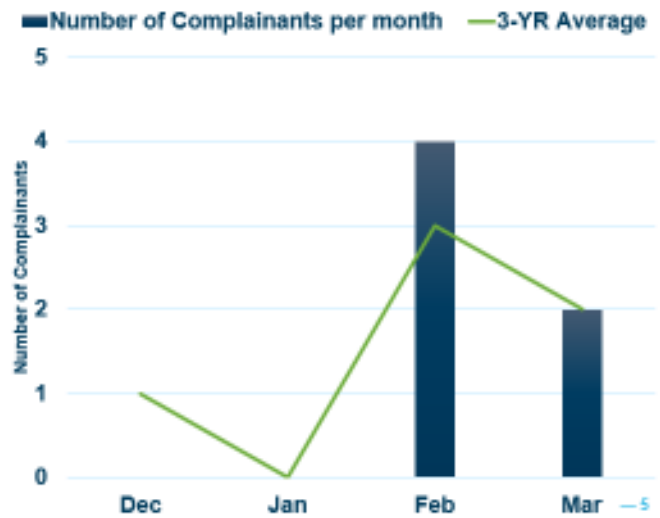
NCIS UPDATE DEC 2022 - MAR 2023

COMPLAINANTS

- 6 individual complainants
 - 9 contacts with NCIS
 - 4 new complainants

SUBURBS

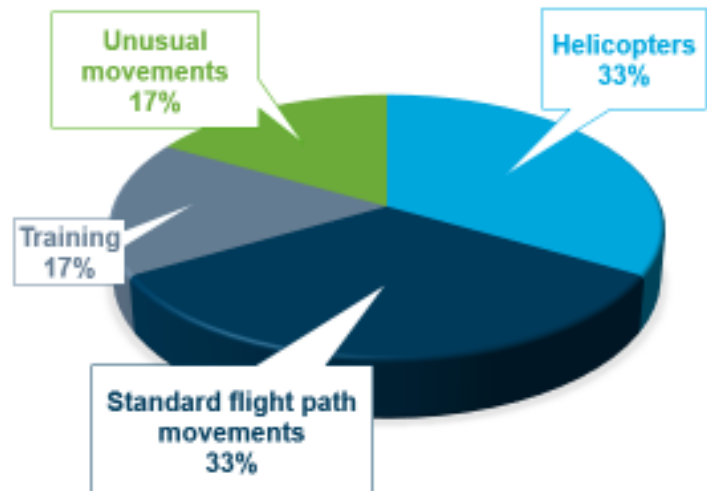
- 5 suburbs recorded complainants
 - Campbell – 2
 - 4 suburbs recorded a single complainant



NCIS UPDATE DEC 2022 - MAR 2023

ISSUES

- **Standard flight path movements**
 - Runway 30 arrivals – 1
 - Runway 30 departures – 1
- **Helicopters**
 - airwork – 2
- **Training**
 - fixed-wing circuit training – 1
- **Unusual movement**
 - missed approach – 1



— 6

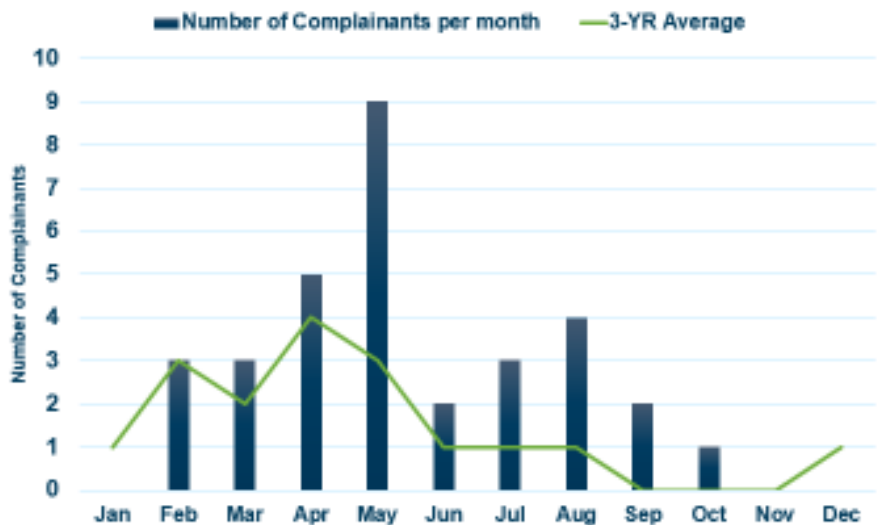
NCIS UPDATE 2022 YEAR IN REVIEW - COMPLAINANTS

COMPLAINANTS

- 24 individual complainants
 - 43 contacts with NCIS
 - 23 new complainants

SUBURBS

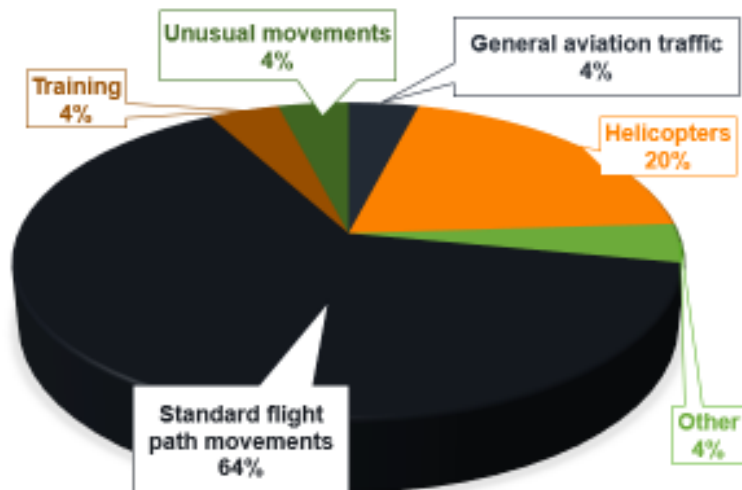
- 14 suburbs recorded complainants
 - Carwoola – 8
 - 10 suburbs recorded a single complainant



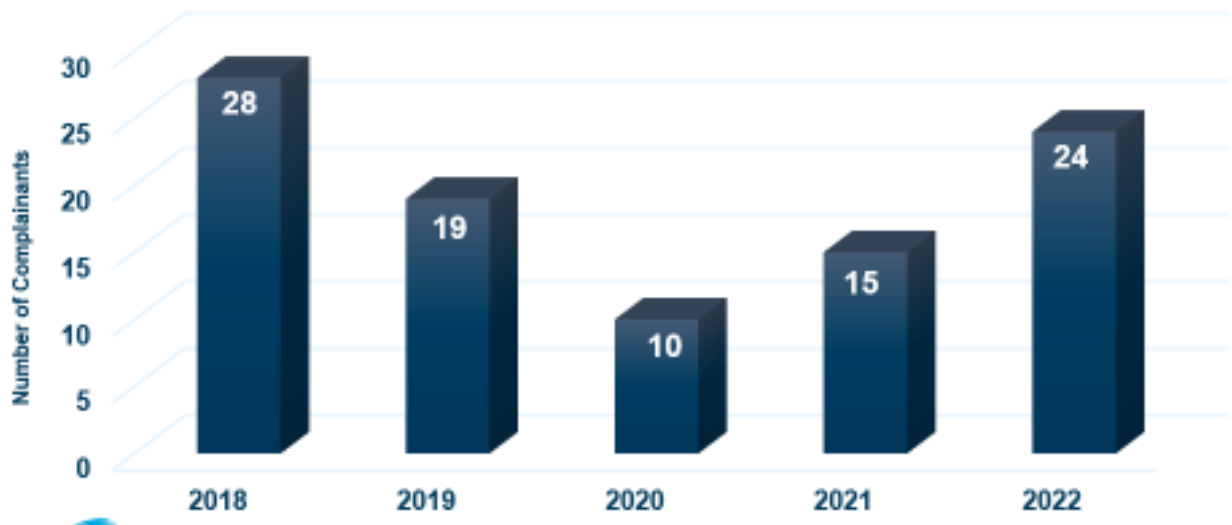
NCIS UPDATE 2022 YEAR IN REVIEW - ISSUES

ISSUES

- **Standard flight path movements**
 - Runway 30 arrivals – 10
 - Runway 35 arrivals – 3
 - Runway 17 departures – 2
 - Runway 35 departures – 1
- **Helicopters**
 - airwork – 4
 - OCTA/unknown - 1
- **Training**
 - fixed-wing circuit training – 1
- **Unusual movement**
 - missed approach – 1



NCIS UPDATE 2022 YEAR IN REVIEW - COMPLAINANTS



ONLINE NOISE REPORT

- Available on our website at:
<https://aircraftnoise.airservicesaustralia.com/>
- Enter your address or select Canberra
- What flight disturbed me and Canberra complaints report
- Up to February 2023 is now available

A screenshot of the 'Aircraft in Your Neighbourhood' website displayed on a computer monitor. The website has a dark header with the title 'AIRCRAFT IN YOUR NEIGHBOURHOOD' and a light-colored content area with various forms and text.

Michael asked if ASA had considered providing data over a rolling three-year period, excluding the Covid years? During the Covid years there were no flights and when they came back, Virgin in particular started to operate Saabs which fly lower over certain areas (e.g Weetalabah) outside Canberra. He and ASA have met with certain Weetalabah residents on several occasions and ASA has done a significant amount of work on that particular complaint.

ASA undertook to ask the question of the ASA team.

JRA suggested a map showing the suburbs and where the complaints are could be a useful inclusion in the ASA presentation.

Noel believed the two Campbell complaints would be light aircraft under 5.5 tonne. The Airport has an agreement with the GA community for a Runway 12 arrival to join the centreline at the Australian War Memorial before flying straight up Fairbairn Avenue. They are also to depart that way. If they are doing circuits, they are to turn this side of ADFA.

ASA said it was difficult to determine if they were legitimate concerns or whether the persons were expressing exacerbation over time.

Michael said hopefully the reduction of the Runway 12 threshold will take the aircraft higher over Campbell and surrounding suburbs.

JRA noted that if the Carwoola complaints (8) were taken out of the equation there are really none.

ASA advised that ASA has been working on “Aircraft in Your Neighbourhood” and urged members of the CACG to explore it on the ASA website. He believed the information on the site was about a month delayed.

<https://aircraftnoise.airservicesaustralia.com/>

5. REPORTS

5.1 Community Groups

A meeting brief provided by Chris Kenyon on behalf of the Fernleigh Park Community Association was noted.

JRA advised that during the recent NSW elections, she had relayed concerns with key candidates on behalf of the Jerrabomberra, Googong and Fernleigh communities.

5.2 Department of Infrastructure, Transport, Regional Development, Communications and the Arts

DITRDCA spoke to the DITRDCA Briefing Paper.

JRA requested that members of CACG be informed when the Green Paper is released.

In terms of e) National Airports Safeguarding Framework (NASF), Noel advised the Airport would be most concerned about the review of Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports.

DITRDCA undertook to find out at what stage the review of Guideline C was at.

Noel advised in terms of High Speed Rail (HSR) the ACT Government had recently released District Plans for consultation. The Airport had lodged a submission stating the ACT has a proposed HSR corridor, however NSW has not and suggested that both the ACT and NSW Governments should consider collaboration on a mutually agreed HSR corridor. The proposition of a HSR link to the Airport had been mooted in the Airport’s first Master Plan in 1998.

5.3 Queanbeyan-Palerang Regional Council

The Meeting Brief provided by QPRC was noted.

6.4 ACT Government

EPSDD spoke to the following:

- a) Territory Planning System Review and Reform and draft District Strategies
 - Planning Bill was introduced to the Assembly in September 2022 and referred to Standing Committee.
 - Standing Committee provided report with 49 recommendations in December 2022 and Government response is to be presented later this month.
 - Debate of the Planning Bill is intended for June 2023.
 - Consultation versions of the draft District Strategies, draft new Territory Plan and supporting documents (including an Explanation of Intended Effects for Design Guides and Technical Specifications) were released in November 2022 and public consultation occurred between 1 November 2022 and 3 March.
 - Over 400 public submissions received, in addition to quick comments and feedback from consultation activities.
 - Public submissions have been uploaded to YourSay and a listening report is being prepared by communications link (who facilitated the consultation). The listening report, which is a high-level summary of feedback received will be released in coming weeks.
 - Government is working through the feedback received from community and industry and will release a detailed consultation report responding to the submissions received in the coming months.
 - It is anticipated that, after Government review the District Strategies, Territory Plan, Design Guides and Technical Specifications in the coming months, the documents will be publicly release prior to commencement of the new system in late quarter 3.
 - Government is finalising training and education packages, and a program for user testing to be delivered prior to commencement of the new system.
- b) Update on Eastern Broadacre
 - The draft East Canberra District Strategy identifies a key direction for East Canberra as being - Develop new employment precincts, capitalising on proximity to Canberra Airport, national freight routes, heavy rail and existing employment precincts (subject to outcomes of the Eastern Broadacre strategic assessment). The draft District Strategy also identifies possible change areas for employment taking into consideration existing uses, environmental and heritage values.
 - These possible change areas are being considered further through the Eastern Broadacre Strategic Assessment (EBSA) – an environmental approval process under the Commonwealth’s Environment Protection and Biodiversity Conservation Act 1999. It is expected that public consultation on the draft EBSA will commence later this year.

- Currently, there is no industrial zoned land in the ACT available for release. As such, the EBSA is important as it will facilitate future industrial land supply.
- c) East Lake Urban Renewal Precinct
- East Lake is part of the urban intensification areas shown in the ACT Planning Strategy (2018) and is identified as an area for change in the draft Inner South District Strategy.
 - The ACT Government is currently seeking feedback on the draft East Lake Place Plan, which will guide future renewal of the East Lake area for housing, commercial/industry, transport, open spaces and community facilities.
 - Community consultation on the draft place plan opened on 30 March 2023 and will close on 18 May 2023. See yoursay.act.gov.au.
 - Through 2022, stakeholders and the community helped capture the identity, character, and values of the East Lake area through a diverse range of community engagement activities. Stakeholders included the current and future residents and workers in the area and its surrounding suburbs, the traders in the Mildura Street and Dairy Road commercial precincts, the CIT and the railway station and museum.
 - The draft Place Plan brings together the many differing ideas of the people who live, work and visit in the area as well as important technical studies and expert advice from EPSDD's consultant team.
 - The final East Lake Place Plan will inform ongoing technical studies and a planning report to be finalised by mid-2023 to facilitate renewal in East Lake. It will also inform future detailed planning by the Suburban Land Agency, which will be responsible for implementing the Plan.
 - Key highlights of the draft Place Plan include:
 - community's place vision, values and planning principles, helping to deliver a sustainable planning and design outcome in East Lake;
 - urban design concepts identifying key moves in the short, medium, and long-term;
 - short-term proposal includes medium density residential development in The Causeway, around heritage buildings and precincts, integrated with community facilities and open spaces;
 - medium and long-term proposals identify opportunities for the re-development of the Canberra Railway Station as a multi-modal transport hub, reaffirm Hume Circle to align with the Griffin's plan for Canberra, a visitor information centre for Jerrabomberra Wetlands, formal and informal recreational uses of former landfill site and development of CIT as a future innovation precinct; and
 - implementation action framework that outlines key opportunities to implement the draft Place Plan.

As items d) and e) are outside EPSDD's remit, the Airport undertook to obtain an update from its contacts at Transport Canberra and City Services for distribution out of session.

6.5 NSW Department of Planning and Environment

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 **Tuesday, 18 July 2023**, to be confirmed by release of agenda.

There being no other business, the Chair closed the meeting at 3.40pm.