



COMMUNITY AVIATION CONSULTATION GROUP

2.00pm – Thursday, 26 October 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 Assistance to Noel McCann Andrew Connor, Planning and Environment Manager Michael Lee, Planning and Environment Officer
Fernleigh Park Community Association (FPCA)
Tuggeranong Community Council (TCC)
Jerrabomberra Residents Association (JRA)
Queanbeyan-Palerang Regional Council (QPRC)
NSW Department of Planning and Environment (DPE)
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

Summary of Attendees

Community Groups Note: Chair represents 2	5	Canberra Airport	5
Queanbeyan-Palerang Regional Council	2	ACT Government	2
Commonwealth Government DITRDCA ASA	3 1	Total	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:

- Gungahlin Community Council
- Canberra Airport
- Airservices Australia
- ACT CMTEDD
- 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 list of correspondence 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 13 APRIL 2023

The Meeting Notes of the CACG Meeting held on 13 April 2023 were accepted.

3. CANBERRA AIRPORT

3.1 Aviation Update

Michael spoke to the Powerpoint Presentation (copy attached):

- Passenger numbers remain in the 85-90% range compared to 2019.
- Fiji Airways commenced two services a week (Tuesday and Friday) on 21 July and on 1 October it added a third service (Sunday). Promotion around this service is focused on the opportunity to travel to the west coast of the USA and it is estimated that passengers will save about two hours flying from Canberra rather than Sydney. Fiji Airways is operating Boeing 737 Max aircraft which are brand new.

- Canberra Airport is servicing over 430 flights a week which is close to pre-Covid 2019 numbers.
- Pre-Covid the airlines only operated to seven destinations from Canberra Airport. The Airport is more connected now with passengers preferring to travel point-to-point rather than via Sydney or Melbourne.
- There has been media coverage of the Senate Committee Inquiry regarding cancellations. The rate of cancellations by Qantas of the Canberra– Sydney route is now 14.8% with the national average cancellation rate at 3.8%. This is not acceptable, and the Airport has made submissions to the Inquiry in these terms.
- The snapshot of the Airport’s Environment, Social and Governance (ESG) position aims for Net Zero by 2030.

3.2 Airport Infrastructure

a) Northern Road

Michael advised There has been quite a lot of media around the Northern Road access road into Fairbairn which follows an alignment currently being used by heavy vehicles into the Majura Training Area (MTA). The Northern Road has been in every Canberra Airport Master Plan since 1998.

Why is it important? There is currently a single access road into Fairbairn (Scherger Drive) and the 2020 bushfires in the area highlighted the importance and necessity for a second access road. At the time it was very difficult for people to get out and into the Emergency Services Agency (ESA) Headquarters based in Fairbairn and also difficult for the VIP fleet operating at the SPA hangar.

There have been concerns expressed about the critically endangered Canberra Grassland Earless Dragon (CGED) which has Natural Temperate Grassland (NTG) habitat on Airport. The Airport has done an extensive amount of work prior to progressing the Northern Road, including investing heavily into research. Friends of the Grassland (FOG) has raised concerns with the Department of Climate Change, Energy, the Environment and Water (DCCEEW) about the proposed Northern Road and its impact on the CGED and in the result the Airport received an RFI from DCCEEW. It is noted that surveys undertaken every two years on airport have resulted in no CGED being sighted for quite some time.

The Airport’s response to the RFI proposes a captive-bred sanctuary for the CGED on Airport and we have NTG habitat to facilitate that. If we do not captive-breed the CGED they will become extinct. The Airport is waiting on DCCEEW to respond to our suggestions in response to the RFI.

- b) Airservices Australia Digital Aerodrome System (das) Air Traffic Control Trial at Canberra Airport

Michael advised Canberra Airport will become the first airport in Australia with a DAS for air traffic control which will be based in Fairbairn. Work is progressing with Airservices Australia and current planning means that the DAS will be operational by mid-2024.

The Airport has been running tests with Airservices, including placing cameras on the current tower and setting up a remote tower with a series of screens. ASA has been involved in the project and the Airport will continue to work with Airservices to finalise the project.

TCC asked if that meant the air traffic control operation will move to Sydney or Melbourne or continue to have a presence in Canberra?

ASA advised there will eventually be one centre however he envisaged that would not eventuate for twenty years or more.

- c) Rhinophalt Runway Treatment

Michael advised that from 13-27 November the Airport would be undertaking some Rhinophalt runway treatment to improve the structural stability and life of the pavement for at least the next five years. These works will result in some closures of various runways from midnight to 6.30am and we are working closely with Binh (Airservices) to manage those closures.

- d) Advanced Visual Docking Guidance System (A-VDGS)

Tied in with those runway works is Stage 1 of replacement of the current A-VDGS system on bays 6, 7, 8, 11 and 13.

Stage 2 will commence in the second half of 2024 with the final stage to be completed in the second half of 2025.

JRA asked if the Airport was in discussions with Bonza to operate out of Canberra?

Michael advised the Airport has been in discussions with Bonza and both parties believe there is an excellent market in Canberra which would hopefully drive down prices. The challenge for the Airport is to work out a deal with Bonza. We would really like Bonza to come to Canberra as they offer a great alternative for the market.

3.3 MDP Investment Projects

3.4 Airport Development

Noel advised:

- 9 Molonglo Drive – Construction has commenced on this office development and tenant negotiations are very advanced.

- 27 Brindabella Circuit and 1 George Tyson Drive – We are reviewing the MDPs for these approved office developments, including whether 1 George Tyson Drive should be a smaller building compared to what was proposed in the MDP. Construction of one of these buildings will likely commence by the end of 2024.
- 3 Wellington Drive – The MDP process for this proposed office building in Majura Park has occupied our office resources since November 2022 with an edMDP issued in March 2023. No public submissions were received during the pdMDP public consultation phase. The Department of the Environment also issued a request for further information under the *EPBC Act* which required the public exhibition of the further information for ten days and no public submissions were received during this *EPBC Act* requirement. We are working towards submitting the Draft MDP to the Minister for approval next week (subsequently submitted on 31 October) and the Minister has 50 business days to make a decision. We would like to commence construction of this office building +/- Easter 2024.

FPCA enquired about the roadworks currently underway in Majura?

Noel advised this was the Majura Carpark Expansion project which was outside the runway impact area. It will provide an additional 587 car spaces in the Majura Park precinct.

- Project Pialligo – Final design for this proposed fit-for-purpose aviation hangar facility is progressing. The site for this hangar is where the GA old hangars were demolished.

3.5 Other News / Events

It was noted the Airport Open Day was scheduled for Sunday 7 April 2024.

Noel mentioned that the Airport tries to have events that provide a ‘community glue’ for the Airport community and one such event was the “Wellbeing Day”.

3.6 Communications

Members should advise Susan if they wish to be placed on the distribution list for The Hub.

4. AIRSERVICES AUSTRALIA (ASA) GENERAL BRIEFING

ASA spoke to the Powerpoint presentation.

In terms of RNP use, JRA said it would be useful if ASA showed which airlines were currently using the RNP.

Noel asked what the issue was in terms of the noise complaint in Latham? ASA subsequently advised that the complaint was not noise related.

ASA referred to the information provided on the ASA website via “Aircraft in your neighbourhood” which provided complaints per suburb. Michael’s suggestion about providing data over a rolling three-year period, excluding the Covid years, would eventually be incorporated into the ASA presentations.

ASA advised that ASA had updated Webtrak in terms of reducing the delay to 15 minutes and expanding coverage to 80km (from 40km). Defence operations will remain excluded.

In terms of the Community Engagement Standard, Noel noted it was referenced several times in the Aviation Green Paper.

5. REPORTS

5.1 Community Groups

Jerrabomberra Residents Association

JRA spoke to:

- The South Jerrabomberra High Voltage Supply Project. JRA was excited about this project as it would provide power security to the area. Refer project construction area map below for information.
- The new Jerrabomberra High School was scheduled to open for Term 1 2024. The JRA has worked on this for twenty years.



FPCA referred to the Meeting Brief reiterating FPCA concerns about the Dunns Creek Road. FPCA has had discussions with QPRC and others, but it seems to be in limbo and too hard an issue to resolve. QPRC is required to use existing funds and was looking at alternative options, including to construct a short road between South Jerrabomberra and the Monaro Highway.

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

DITRDCA spoke to the DITRDCA Briefing Paper.

- Noting the email to CACG members from Noel advising of the release of the Aviation Green Paper on 7 September, DITRDCA explained the Green Paper is the paper that brings together all previous consultations that are incorporated into a White Paper. Consultation sessions had been held online throughout October and November. Comments on the Green Paper closed on 30 November 2023 and DITRDCA welcomed submissions from stakeholders.
- DITRDCA advised there was a section on Aviation Technologies in the Green Paper which included drones.

Michael also advised in terms of access to the online consultation sessions, it had been difficult to participate due to a constraint on numbers. DITRDCA acknowledged the Department had received that feedback from other parties.

The Chair asked ASA if Airservices was responsible for drone noise complaints and ASA advised Airservices was not the responsible agency.

Following a question from Noel as to whether the ACT Government was responsible, CMTEDD undertook to check.

DITRDCA advised it receives noise complaints about drones and confirmed it was not an Airservices problem. The day-to-day regulation of drones was not happening at the moment as it was all very new technology.

TCC asked if Australia was looking to put IDs on drones, similar to what happens in the US? DITRDCA was not aware of any proposal for IDs on drones.

Michael advised the Airport is provided with a regular report on drone activity within a 5km radius of the Airport and also works with the ALP, including managing drones flying in the vicinity of Mount Ainslie which was popular and that is not ideal due to its proximity to the Airport.

Noel made the point that the number one concern for Airservices and the Airport was the safety of aircraft and drones posed a significant risk – worse than birds – and we need to get the airspace protection correct as one measurement is not the answer.

DITRDCA advised that the drones section at CASA was looking at registering drone operators and to include training in the operation of drones.

FPCA asked if the PFAS pollution on airport had been caused entirely by the RAAF?

Michael advised there have been a number of organisations that have used fire-fighting foam on the airfield and that has caused the PFAS pollution.

In terms of the NASF Guidelines, Noel advised these had been agreed to by the National Airports Safeguarding Advisory Group (NASAG) in 2012 and none have been integrated into the State/Territory planning regimes since that time.

DITRDCA agreed it was challenging. There were pressures around housing, affordable housing and available land and the Department was coming under significant pressure in terms of that. Getting all of the planning agencies on board was also proving to be difficult, but we are progressing.

5.3 Queanbeyan-Palerang Regional Council

QPRC spoke to the Meeting Brief.

In terms of the Queanbeyan Sewer upgrade, Noel requested that QPRC advise the Airport when the DA is lodged. It is a bird and wildlife issue and although the Airport was aware that QPRC is taking advice from the Airport's consultant it would want to be kept informed.

FPCA said people living in Googong were of the view that the development would expand to the south. Is that now not the case?

QPRC advised it was land identified for further investigation in the QPRC Structure Plan but it will still need to be rezoned.

Noel advised that question was about flight paths. He mentioned the overflight issues raised last year by the Weetalabah residents which Airservices' investigations had proven to be incorrect. However, there is a real interest in terms of are there going to be more residents under the flight paths in that area?

JRA suggested there needed to be an education process about existing flight paths. People moving into Googong do not know how flight paths work and what the aircraft can and cannot do.

Noel noted the Standard Arrival Routes (STARs) do not go over any of the current zoned land at Googong. What we have been trying to resolve is where the expansion is going to be so we can ask Airservices where these arrival flight paths are. As JRA has pointed out, perhaps we should talk to the community group about the Standard Instrument Departure (SIDs) flight paths.

JRA added it pays dividends to educate communities as was the experience with the Jerrabomberra community. Educate the community about the tools available (WebTrak etc). As Googong is a new community, people moving there do not think about aircraft noise so perhaps it is an opportune time to educate them (perhaps through a pop-up shop).

DITRDCA agreed that seemed a sensible thing to do as aircraft noise was definitely a personal matter for people.

5.4 ACT Government

CMTEDD spoke to the following points on Regional Policy:

- CMTEDD (Chief Minister, Treasury and Economic Development Directorate, ACT Government) holds a seat on the South Jerrabomberra Regional Jobs Precinct project control group.
- The NSW Government is seeking to publicly exhibit a draft of the masterplan in the near term.
- We are collaborating with the Department of Regional NSW on that work including our Transport Directorate (Transport Canberra and City Services) analysing transport network modelling provided by officials from the Queanbeyan-Palerang Regional Council.
- More broadly, our team continues to administer its regional governance agreements with the NSW Government, Queanbeyan-Palerang Regional Council and the Canberra Region Joint Organisation (CBRJO) of councils. A major component of this work currently in train is seeking updates from line areas across both the ACT and NSW with responsibility for actions under the ACT and NSW MoU for regional collaboration.
- Finally, in regional policy, the Canberra Region Economic Development Strategy (CREDS) was signed off by all parties in early 2023 and is now in operation. The CREDS sets up the collaboration framework for regional jurisdictions and the ACT Government.

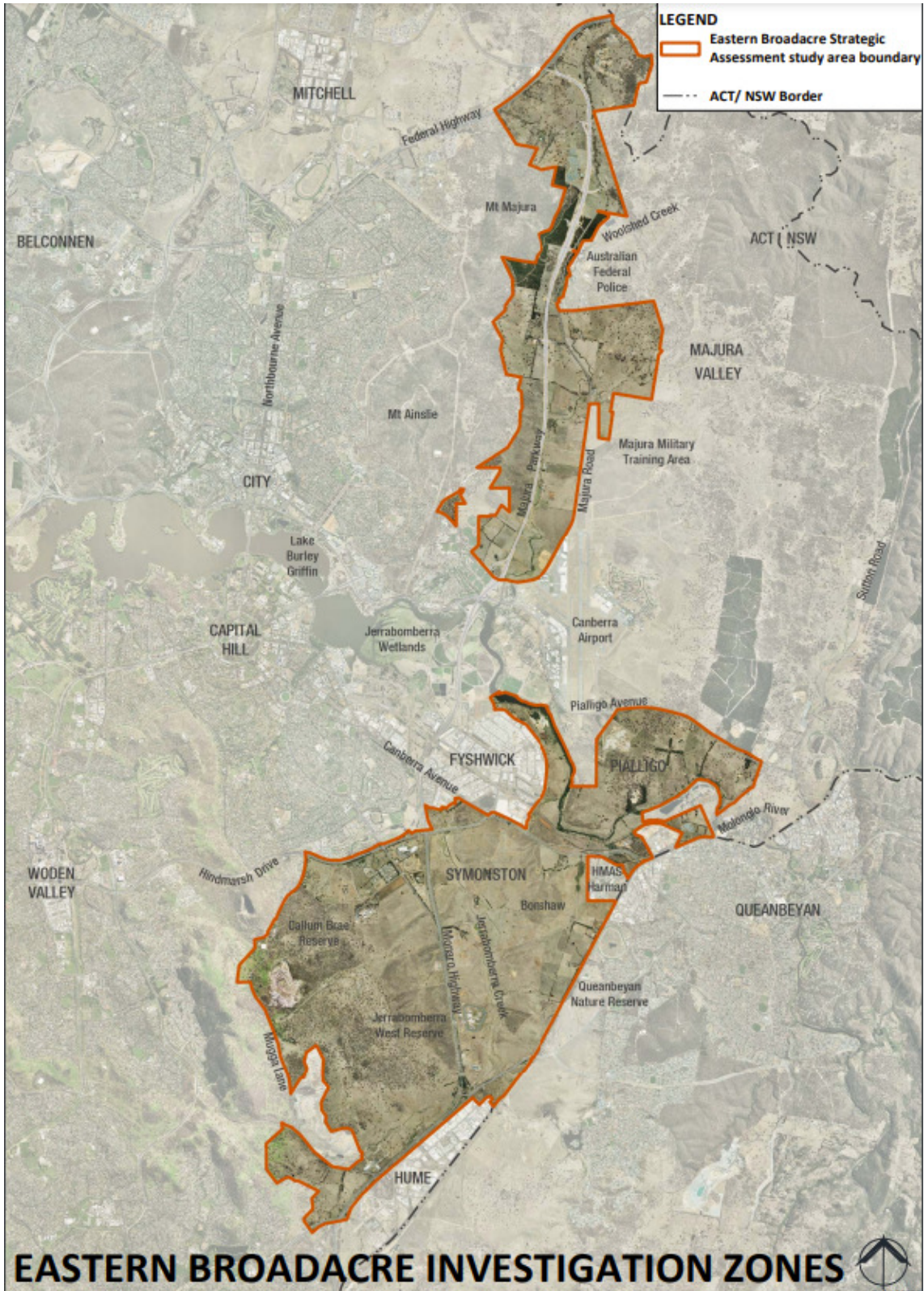
EPSDD spoke to the Meeting Brief.

TCC asked where was the Eastern Broadacre?

EPSDD advised it was a very large area and spoke to the following map and referred to the EPSDD website which included the planning documents (link provided below).

https://www.planning.act.gov.au/planning-our-city/planning-studies/eastern_broadacre_planning_project

Noel noted that the Eastern Broadacre was first mooted in the ACT Draft Spatial Plan 2002.



5.5 NSW Department of Planning and Environment

DPE spoke to the Meeting Brief.

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, 29 February 2024**, to be confirmed by release of agenda.

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