



COMMUNITY AVIATION CONSULTATION GROUP

2.00pm – Thursday, 26 September 2024

Ringer Room, CAG Office, Level 4, Plaza Offices West, Canberra Airport

MEETING NOTES

The Independent Chair of the CACG is Bob Ross.

Representing & Title
Independent CACG Chair and representing: Pialligo Residents Association and North Canberra Community Council
Canberra Airport Noel McCann, Director of Planning & Government Relations Michael Thomson, Head of Aviation Susan Mulligan, Executive Assistant to Noel McCann Michael Lee, Planning and Environment Officer Jordan Fallon, Government Relations and Policy Advisor
Tuggeranong Community Council
Jerrabomberra Residents Association
Weston Creek Community Council
Queanbeyan-Palerang Regional Council
Airservices Australia
ACT Environment, Planning and Sustainable Development Directorate (EPSDD)
Aircraft Noise Ombudsman

Summary of Attendees

Community Groups	5	Canberra Airport	5
Note: Chair represents	2		
Queanbeyan-Palerang Regional Council	2	ACT Government	1
Commonwealth Government		Total	18
ASA	3		
Aircraft Noise Ombudsman	2		

1. MEETING FORMALITIES

1.1 Welcome and Notation of Apologies

The meeting commenced at 2.00pm.

The Independent Chair introduced himself and undertook a roll call of attendees.

The following apologies were noted:

- Canberra Airport x 2
- Fernleigh Park Community Association
- Gungahlin Community Council

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 Notation of Verbal Advice from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) re future participation in CACG

Noel informed the meeting that DITRDCA had verbally advised it will not be attending future CACG meetings.

The Chair suggested it would be worthwhile to write to DITRDCA to ask why it had come to this decision given it is the administrative authority. DITRDCA also used to host annual CACG Chair Briefings which he found useful and noted that had not occurred this year. If DITRDCA has decided to not attend CACG meetings and not convene CACG Chair Briefings, it will mean little communication between airport CACGs and DITRDCA.

The meeting agreed that the Chair should write to DITRDCA. A copy of the Chair's letter to Sarah Nattey, Assistant Secretary, of 26 September and her response of 17 October are attached.

1.4 2024 CACG Representation

Persons nominated to represent their community groups were noted.

1.5 2024 Meetings/Consultations

The list of Meetings/Consultations attended by Canberra Airport to date in 2024 was noted.

2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 21 MARCH 2024

The Meeting Notes of the CACG Meeting held on 21 March 2024 were accepted.

3. AIRSERVICES AUSTRALIA (ASA)

3.1 General Briefing

ASA spoke to the Powerpoint presentation.

ASA encouraged CACG members to visit the ASA website and the Canberra complaint report and provide any feedback in terms of what ASA can do to enhance this information for the community.

Following the meeting Noel emailed ASA with some comments and questions:

- *Slide 2: what movements are the pinkish band between Airlines and Military? International?*
- *Slide 5: useful and good to see Q400 use of both Runways 17 and 35 RNP AR*
- *Slides 5 and 6: is there any evidence of the new QF A220 using RNP AR? If not, do you have any intel of the progress for the new fleet to achieve RNP AR?*

ASA responded as follows:

I normally have a key on the traffic movements which seems to have got stuck behind the chart in PowerPoint (see below).

Flight Type
■ General Aviation ■ Military ■ Non-scheduled ■ Other ■ Scheduled

Agree on the Q400 RNP-AR use for 17/35.

Speaking with our customer team, I understand that the QF A220 fleet are not RNP-AR equipped and there are no definite timings yet for when this might occur.

3.2 Canberra Airport Digital Aerodrome Service (DAS)

ASA spoke to a Powerpoint presentation.

Following a question about security concerns for the DAS Centre in Hume, ASA advised the Centre was more secure than the current tower. The DAS runs on its own system and there is a Security Operations Centre which will inform us where the cyber-attacks are happening. Banks have similar systems in place.

A question was asked in terms of Air Traffic Controllers and the fact that the DAS will completely change their working environment which may be less active. ASA advised there will be sit/stand desks and although it will be a completely different working environment,

they will get used to it. The experience overseas has been that the younger generation has adopted it very well and in fact prefer it. It also presents opportunities for Air Traffic Controllers to move out of remote areas and into the cities where their children can enjoy city living and go to university.

A question was asked about what will happen to the old tower? ASA advised ASA would vacate and make-good. Canberra Airport will ultimately decide what happens to the old tower.

4. CANBERRA AIRPORT

4.1 Aviation Update by Michael Thomson

Michael provided an update as follows:

- Canberra Airport is operating at between 85% and 95% passenger numbers compared to pre-Covid.
- Fiji Air had its first anniversary about a month ago with the service working well at 2-3 times per week depending on school holidays.
- Rex was operating a service to Melbourne but since they went into administration we have unfortunately seen a difference in prices to Melbourne. We want to see more competition at Canberra Airport.
- The aviation sector is still being impacted by the lack of resources including aircraft, pilots and engineers.

4.2 Airport Infrastructure and Development

a) Northern Road

Michael advised that Canberra Airport continued to work through some environmental issues with the Department of Climate Change, the Environment, Energy and Water. There will hopefully be some clarity in the near future.

b) Airservices Australia Digital Aerodrome Service (DAS) Air Traffic Control Trial at Canberra Airport

Refer to item 3.2 and the presentation by Airservices Australia.

Refer to the Canberra Airport Meeting Brief for items 4.2c)-f).

4.3 MDP Investment Projects

Refer to the Canberra Airport Meeting Brief for items 4.3a)-e).

5. REPORTS

5.1 Community Groups

Jerrabomberra Residents Association

JRA informed the meeting that the DA for the new Vikings Club is currently listed as 'In progress' on the QPRC website. Community concerns raised included its size, height, location in terms of being 50m from homes, it will have an outdoor dining and smoking room and accommodate 150 poker machines. The concept had been presented to the community as a small club in Queanbeyan, however it is three times as big which came as quite a shock. Vikings is expanding into NSW due to the ACT Government's poker machine policy.

Tuggeranong Community Council

TCC informed the meeting of a large contamination event in Lake Tuggeranong which had been mentioned on the radio today. The relevant authorities are investigating and it will be interesting to learn what had caused it. It was later determined that it was sewage contamination.

Weston Creek Community Council

WCCC advised at the moment the WCCC did not have many issues. Having been a resident for over forty years, WCCC was of the view that what Weston Creek is lacking is a co-ordinated vision for the community. We have for the large part spent the last twenty years consulting on the development of the Molonglo Valley and we have Denman Prospect which is going well. My purpose within the WCCC is to steer the focus into our space and get some renewal and community connections for and into our area. We also need a renewal and investment in our schools. We lack development and people want to stay in the area but cannot down-size.

Noel advised that before developing Denman Prospect, Capital Estate Developments consulted broadly with the community council. One of the things that I sought with the District Plans flowing out of the Territory Plan variations must have been hosed down by your community because it states that any development in Weston Creek would be nominal. I will ask my colleague to contact you.

WCCC advised that she had been involved with the WCCC since 2016 and we are 100% for development with quality design. That is why we admire the Capital Airport Group as everything is executed so well. There is a lot of opportunity for grassroots development.

Pialligo Residents Association

PRA advised that work had recommenced on Beltana Road and the community was pleased with the outcome.

5.2 Queanbeyan-Palerang Regional Council

QPRC spoke to the Meeting Brief.

a) South Jerrabomberra at Tralee residential dwellings approved and occupied

In terms of the 194 DA's approved between 2021-2024, Tanya advised the numbers reflected Council records and did not necessarily mean dwellings getting built. The numbers shown are what came up when we did a search on our record systems.

Refer to the QPRC Meeting Brief for items 5.2b)-e).

f) Queanbeyan Sewer Farm upgrade

This is still with the ACT Government for comment. During construction cranes will be used which will intrude into Canberra Airport airspace.

g) Infill Housing Strategy

The technical studies for Queanbeyan, Crestwood and Queanbeyan East will be done by mid-2025 and will form the basis for an infill housing strategy. QPRC has not received the funding from the Commonwealth Government which will need to be passed to QPRC through the NSW Government. The infill area is along Bungendore Road and housing will be built in well located areas with facilities and transport hubs not more than a 1.5km distance of a train station or the bus hubs. These are logical locations for infill.

Noel advised the area of interest for Canberra Airport is Crestwood due to the Obstacle Limitation Surface (OLS) and we will work with QPRC to overcome any issues.

Noel advised the meeting that the homes in South Jerrabomberra, Tralee, are located in the flight path corridor, not in a noise protected area. The centreline for the main runway 35 approach goes through this area, notwithstanding some is ringed by the Jerrabomberra by-pass curved RNP approach. This is why Canberra Airport has an interest in this area.

In terms of the Queanbeyan Sewer Farm, most people do not know that the sewer farm is on ACT land and that is why QPRC is waiting on comment from the ACT Government. Bird and wildlife impact is of interest to the Airport with regard to this project.

5.3 ACT Government

Environment, Planning and Sustainable Development Directorate (EPSDD)

a) Eastern Broadacre and Industrial Land Supply

EPSDD spoke to the following:

- There is a critical need for additional industrial land in the ACT, particularly as it continues to grow. We do not have a long-term supply of industrial land. We are undertaking this Eastern Broadacre project which is looking at a sustainable, long-term solution for industrial land.
- Arising from the Planning Strategy 2018, the East Canberra District Strategy out of the Territory Plan and planning review completed last year, opportunities for both industrial and employment land have been identified in these areas.
- The Eastern Broadacre area extends from the Majura Valley in the north to Hume in the south and includes and includes Symonston.
- These areas contain areas of significant endangered flora and fauna.

- We are nine years into this process and the final stage has been impacted by Covid and issues with the new EPBC Act.
- We received feedback from the Commonwealth Government in July and EPSDD is considering those comments with plans to move forward in early 2025.

Noel advised the Airport has been working with the ACT Government since release of the Canberra Spatial Plan in 2004. We have been working on our Northern Road project for the past 25 years and understand it is a very difficult process.

EPSDD was optimistic of some positive outcomes in the new year. We do have some land identified for release in the Symonston areas but that is tied to the Eastern Broadacre approvals.

b) Territory Plan – implementation of NASF

The East Canberra District Strategy identifies that EPSDD will work within that framework and future development will align with that framework. We recognise the role the Airport plays and the constraints around some development and will continue to work with the Airport in that regard.

c) East Lake

Noel understood that EPSDD was not able to provide an update on East Lake. He advised the meeting that the Airport spent a lot of time working with the developer about Dairy Flat in terms of no development between there and Canberra Milk on Wentworth Avenue and that was about building heights. We did not make a submission on the Causeway amendments, but we are well informed. He suggested EPSDD take a message back to his colleagues at EPSDD that the Airport has an interest in the development of East Lake.

EPSDD said he would relay that message. In terms of East Lake, EPSDD would ensure consistency with the NASF Guidelines.

Transport Canberra and City Services (TCCS)

Noel advised that TCCS was a late apology for the meeting and therefore could not provide an update on items 5.3d) and e).

6. OTHER BUSINESS AS RAISED AT THE MEETING

No other business was raised.

7. NEXT MEETING

It was noted that the next meeting would most likely be convened in early March 2025, to be confirmed with the Chair and release of agenda.

There being no other business, the Chair closed the meeting at 3.15pm.