

2025/2026 COMPLIANCE REPORT TAXIWAY BRAVO EXTENSION PROJECT

EPBC 2008/4170
August 2026



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Attachments:

Attachment 1 Compliance Table EPBC 2008/4170

Attachment 2 Canberra Airport: Resurvey of grassland remnants surrounding Taxiway B extension, 2026 – With notes on grassland rehabilitation – Alison Rowell, Biologist and Environmental Consultant, August 2026

Attachment 3 Southern Habitats Weed Management Report for Canberra Airport dated July August 2026

Attachment 4 Post Activity Report Parlour Grasslands 2025-2026 19 February 2026 prepared by Southern Habitat

2025/2026 COMPLIANCE REPORT

INFRASTRUCTURE UPGRADE AND CONSTRUCTION AT CANBERRA AIRPORT, ACT

EPBC 2008/4170

1. Description of Activities

1.1 EPBC Number

EPBC 2008/4170

1.2 Project Name

Taxiway Bravo Extension Project, Canberra Airport

1.3 Approval holder and ACN

Managing Director, Canberra Airport Pty Ltd

ACN 080 361 548

1.4 The Approval Action

The approved action undertaken as part of this EPBC Approval is the Taxiway Bravo Extension Project. The project commenced on 4 June 2019 and reached practical completion on 5 August 2020; the construction of the northern extension having taken fourteen months to complete. Taxiway Bravo North was opened for business on Wednesday, 13 August 2020.

1.5 Location of the Project

Canberra Airport, ACT 2609

1.6 Person Accepting Responsibility for the Report

A signed declaration is provided at Section 14 (page 40) of this Report.

1.7 Date of Preparation of the Report

The report is dated 31 August 2026.

2. Address of all Approval Conditions - EPBC 2008/4170

2.1 Compliance Table

A Compliance Table is provided at **Attachment 1**.

3. Summary of Outcomes for 2025/2026

Section 4.12 Page 21	<i>July/August 2026 – Resurvey of Grassland Remnants Surrounding Taxiway Bravo</i> In July/August 2026, Alison Rowell, Biologist and Environmental Consultant, resurveyed and remapped the grasslands surrounding Taxiway Bravo. Alison Rowell’s report entitled “<i>Canberra Airport: Resurvey of grassland remnants surrounding Taxiway B extension, 2026 – With notes on grassland rehabilitation</i>” August 2026 is provided at <u>Attachment 2</u>. A. Rowell report August 2026, Section 2: Methods (p4) states: Grassland areas each side of the Taxiway B extension, including replanted verges, were inspected on 29/30 July and 11 August 2026. The boundaries and condition of grassland patches were assessed against the Conservation Advice criteria for the critically endangered Natural Temperate Grasslands of the South-eastern Highlands community (NTG) (TSSC 2016), using the more generous criteria for grasslands surveyed outside ideal sampling times (which is spring-early summer) due to the winter survey period and little growth since the last mowing, which impeded plant identification in some areas. Grasses had not yet begun flowering and were identified on vegetative characters and seed heads remaining from the previous season. Many forb species (non-grass generally broad-leaved plants) were at the seedling or rosette stage and were identified from leaf characters. The strips that were reseeded in February 2026 were inspected on 11 August with each 20 metre segment categorised as exotic-dominated or native-dominated, and assessed against NTG criteria. Invertebrate burrows of the type constructed by the Canberra Raspy Cricket <i>Cooraboorama canberrae</i> were noted when seen, inspected with a fibrescope with the depth and any occupant noted. This large wingless cricket is currently proposed for listing as a threatened species, as its habitat is NTG and its burrows are an important habitat feature for the critically endangered Canberra Grassland Earless Dragon, which has been recorded further north on the Airport. Some of the remaining patches of native grassland surrounding Taxiway B meet the above description, with small breaks and areas within the NTG patches that contain weeds, bare ground or road base. This also means that some patches that are less than the minimum area (1,000 m²) are included due to their proximity to other NTG patches. These have been mapped in detail to indicate potential for rejoining separated patches with weed control and/or replanting of native species.
Section 4.13 Page 21	<i>July/August 2026 – Outcome of Taxiway Bravo Resurvey and Mapping</i> In 2026 the previously identified patches of NTG were revisited, and the areas around them were also inspected. The larger native-dominated patches mapped as NTG included at least one area of about 400 square metres that reached the non-grass and indicator species composition criteria (for grasslands surveyed outside ideal sampling times) for the critically endangered NTG community. Some easterly extensions of NTG patches were estimated

while standing at the gable markers, as access to the movement area is restricted. (Figures 2 and 3).

In 2023, survey showed that the boundaries and composition of the NTG patches identified in 2021/2022 had remained approximately the same (Rowell 2022, 2023). In 2023 the total area of the NTG patches was 2.6 ha, in 2024 it was 2.46 ha, in 2025 it was 2.7 ha and in 2026 it was 2.36 ha. As seen previously, the shape of some NTG patches had changed between years, and the changes seen in 2026 included minor losses and some smaller gains. The native species recorded are shown in Table 1. There were more native forb species and indicator species recorded in 2026. Some of the variation across years may be due to the different seasons of the surveys (Table 2), with many species being more or less detectable in different months (Photographs 1 and 2).

A 0.25 ha patch of grassland first mapped in 2025 as native-dominated (with the less common Wallaby Grass *Rytidosperma fulvum*) but not reaching the threshold for NTG was revisited, and nearly half was found to now qualify as NTG due to an increase in forb cover, while needing ongoing weed control (shown as East/A1 in Figure 2).

Part of the nearby bare drain verge which was reseeded (Figure 1) was mapped as new NTG in August 2026 (East/C1 in Figure 2). This strip was adjacent to an area recorded as NTG in 2025 which had dropped below the NTG threshold in 2026, and there is potential for restoration to join the old and new NTG patches.

Section 5

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Grassland Rehabilitation Activities within the Canberra Airport Lease

A. Rowell report August 2026, Section 4: Recommendations (p14) states:

A number of relevant recommendations were made in the previous report (Rowell 2025) for weed control and grassland rehabilitation, and successes in previous years using the selective herbicide Fluproponate to control Chilean Needlegrass should be built upon.

The A. Rowell report August 2025, Section 4: Grassland rehabilitation activities at Canberra Airport (p10) is relevant and therefore included in this 2025/2026 Compliance Report.

Canberra Airport will continue to work with Alison Rowell, Biologist and Environmental Consultant, and Umwelt to implement the recommended rehabilitation works (trials/experiments and research) within the Canberra Airport Lease.

In addition to the key and ongoing NTG rehabilitation works described above, Canberra Airport and consultant ecologists have identified and established the following NTG rehabilitation trials. Depending on the success of the trials, these and other rehabilitation activities will continue to be expanded across the airport site.

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Seed and Plant Nursery

As reported in the 2024/2025 Compliance Report, Canberra Airport established a Seed and Plant Nursery on-Airport for the purposes of NTG rehabilitation within the Canberra Airport Lease in response to conditions for both EPBC 2008/4170 (Taxiway Bravo Extension Project) and EPBC 2009/4748 (Northern Road Project).

	Seed collected, and seedlings and plants grown at the Nursery will be used to rehabilitate NTG grassland areas within the Canberra Airport Lease. Canberra Airport will continue to manage the operation of the Seed and Plant Nursery in consultation with Alison Rowell, Biologist and Environmental Consultant, Umwelt and other relevant experts.
Section 7 Page 34	<i>2026 Natural Temperate Grassland (NTG) Survey within the Canberra Airport Lease</i> Throughout the reporting period 2025/2026, the Airport has worked with Alison Rowell, Biologist and Environmental Consultant, and Umwelt to undertake fieldwork to map and assess the condition of NTG areas within the Canberra Airport Lease. The results are as set out in the Umwelt <i>Canberra Airport Temperate Grassland Report June 2026</i> which was provided with the 2024/2025 Annual Compliance Report on 30 June 2026 and is available on the Canberra Airport website via the following link: https://www.canberraairport.com.au/corporate/about/development
Section 8 Page 35	<i>Canberra Grassland Earless Dragon (CGED) Tympanocryptis lineata Monitoring at Canberra Airport</i> As no CGED were found in the latest round of monitoring (2025), this means that none have been seen at the northern end of Canberra Airport since 2017. The Umwelt <i>Canberra Airport Temperate Grassland Report June 2026</i> was provided with the 2024/2025 Annual Compliance Report on 30 June 2026 and is available on the Canberra Airport website via the following link: https://www.canberraairport.com.au/corporate/about/development In accordance with the AES, a CGED survey is next planned for 2027. In collaboration with the ACT Government, in April 2026 Canberra Airport permitted an ecologist to access the northern section of the airport where CGED have previously been recorded to undertake endoscope checks. The outcome is that no CGED were detected.
Section 9 Page 37	<i>Golden Sun Moth (GSM) Synemon plana Monitoring at Canberra Airport</i> The last GSM survey was undertaken by Umwelt on 8, 9, 10 and 15 December 2025, following confirmed emergence at reference monitoring sites within the ACT. The Umwelt “Golden Sun Moth Surveys 2025 – Prepared for: Canberra Airport Pty Ltd, February 2026” report was provided with the 2024/2025 Compliance Report and is available on the Canberra Airport website (link provided above). In accordance with the AES, a GSM survey is next planned for the Summer of 2027.
Section 10 Page 37	<i>Biodiversity Offset Strategy – Year 6 Tasks and Targets</i> Progress of the Tasks listed above have been responded to in Compliance Reports for the Taxiway Bravo Extension Project since 2020. These reports have been uploaded onto the Canberra Airport website (link provided above).

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Refer to Section 3 Summary of Outcomes for 2025/2026 (page 2), Section 4.12 (page 39) and subsequent sections of this Compliance Report for progress of the Tasks for 2025/2026 and **Attachment 2**.

Application to the Minister to Vary Condition 2.A. of EPBC Approval 2008/4170

As advised in the 2024/2025 Compliance Report, on 30 June 2026 Canberra Airport submitted a letter of “Application to Vary Condition 2.A. of EPBC 2008/4170 Taxiway Bravo Extension Project, Canberra Airport, under Section 143A of the *EPBC Act*” to EPBC Monitoring. The proposal is to extend the timeframe to rehabilitate in accordance with condition 2.A, and the outcome required for rehabilitation by condition 2.a.ii, by a further 5 years (that is by 2031).

The letter of Application is provided at **Attachment 3**.

4. Taxiway Bravo Outcome of Resurveys and Mapping

4.1 May 2020 - Re-seeding of the Taxiway Bravo Shoulders and Batters

In late May 2020, the contractor engaged to construct the Taxiway also undertook works to re-seed a total area of 52,285m² along the Taxiway alignment. The following methodology was employed:

Topsoiling Methodology:

- Scraper cart and placement of topsoil;
- Grader followed grader to smooth out any high areas;
- Backhoe and workers with shovels undertook topsoil placement around pits and up against the asphalt as required;
- Work was done on a ten-minute recall as this allowed enough time for the grader to smooth out any non-compliant levels and evacuate the graded strip;
- This work was completed prior to grassing.

Grassing Methodology:

- Truck drove into Runway graded strip and a worker on foot walked around spraying out hydromulch with seed;
- Work was done on a ten-minute recall as this allowed enough time for the truck and worker to evacuate the graded strip.

The areas of work included:

West Bravo

- Grassed Shoulder – 9746m²
- Batters – 13284m²

East Bravo (North of Foxtrot)

- Grassed Shoulder – 5437m²
- Batters – 8914m²

East Bravo (South of Foxtrot)

- Grassed Shoulder – 5711m²
- Batters – 9193m²

As no adequate supplies of native grass seeds could be sourced for this re-seeding project, the Airport determined with the agreement of Alison Rowell, Biologist and Environmental Consultant, to procure an 80%/20% mix of Prosper Fescue and Couch respectively. The seed was spread on the surface of the topsoil taken from the Taxiway Bravo construction zone and then stabilised with a bituminous material to detract birds and to protect the seed from wind/jet blast.

4.2 January/February 2021 - Inspection of Re-seeded Area by Alison Rowell, Biologist and Environmental Consultant

Alison Rowell undertook an inspection of the re-seeded area around Taxiway Bravo. Following the inspection, Alison Rowell provided the following report via email dated 15 February 2021:

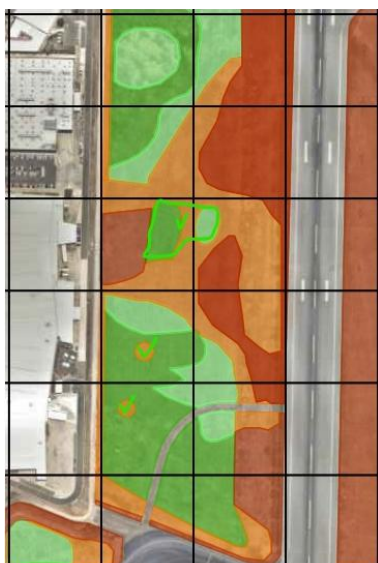
“You asked me to inspect the re-grassing around the Taxiway Bravo area to determine whether additional NTG had been created after grassing of the verges of Taxiway B. This may be because you have noticed the growth of native forbs (wildflowers) on some areas where exotic grasses have been sown, including in the swale east of the taxiway.

I attach my vegetation mapping of that area before Taxiway Bravo was constructed (NTG in green), a January 2020 image from actmapi showing the taxiway under construction, and a photo I took on 15 February 2021.

If you look at the south-eastern-most verge of the taxiway under construction you can see that an area of NTG has been altered/shaped. This area is shown in my ‘Native forbs & exotic grass’ photo, where you can see germination of exotic grasses in the sowing furrows and a number of native forbs in the spaces between the grasses.

*This is similar to the effect we noted when the haul road around the Eastern Grass was left to recover, where the first species to appear on the bare and compacted soil were native forbs, probably resprouting from roots and germinating from seeds in the soil. In the Taxiway Bravo case, although the number of species and frequency of native forbs now present would allow the vegetation to be classed as NTG **if the surrounding grasses were native**, this altered grassland would not now meet the NTG criteria. This is because the first step in determining NTG is ‘The percentage cover of native vascular plants (including annual and perennial species) in the patch is greater than the percentage cover of perennial exotic species’. This is not the case here because of the higher cover of ‘perennial exotic species’ i.e. the sown grasses.*

2018/2019 Vegetation Mapping before Taxiway Bravo was constructed – A Rowell



ACTMapi Image showing Taxiway Bravo under construction – January 2020





4.3 September 2021 – Inspection of Grassland Areas Around New Taxiway Bravo

In September 2021, Alison Rowell, Biologist and Environmental Consultant, inspected the grassland areas around new Taxiway Bravo, including replanted verges. Due to the season (early spring) and recent mowing, many native forbs were not yet visible. The presence of annual exotic species also partially masked the cover of perennial species, so observations were made but a full survey was not undertaken at that time.

4.4 July 2022 - Resurvey of Grassland Remnants Surrounding New Taxiway Bravo

In late July 2022, Alison Rowell, Biologist and Environmental Consultant, surveyed and remapped the grasslands surrounding Taxiway Bravo.

Below is an extract from A. Rowell report 2022, 'Section 2: Results':

Ten patches of native-dominated grassland were identified, each including at least one area of about 400 square metres that reached the non-grass and indicator species composition criteria (for grasslands surveyed outside ideal sampling times) for the critically endangered NTG community, embedded in native dominated grassland (Table 1, Photographs 1 and 2).

Some of the NTG patches identified were smaller than the minimum patch size specified for the community (1000 square metres), but have been included as they were mostly separated by less than 75 metres from other NTG patches by grassland which contained native species (see 'additional considerations' above). The total area of NTG mapped was 26,355 square metres (2.6 hectares) (Figure 1). Details of the patches are in Table 1, and a list of the 27 native species observed is in Table 2.

Some NTG patches (East/D and East/F) had not previously been mapped, but represented easterly extensions of known patches within the construction footprint. These new patches met the minimum criteria for the threatened community in 2022, but were of a lower quality than most of the other NTG patches (Table 1).

Some areas originally mapped as NTG were inside the silt fence during construction, and were still affected/degraded by construction activities when inspected in 2021. Some parts of these areas that were not covered by fill or oversown with exotic species after construction had recovered by 2022 and again met the criteria for NTG (e.g. western part of East/E, southern part of East/G).

Table 1. Natural Temperate Grassland patches around Taxiway Bravo

East/west of Twy B	Patch number (from north)	Area (sq.metres)	Number of non-grass/sedge native species in plot	Number of Indicator species in plot	Minimum number of native species recorded in whole patch
West	A	3495	9	5	13
	B	855	7	4	13
East	A	650	8	4	18
	B	725	5	3	12
	C	680	7	4	14
	D	4000	5	2	11
	E	3115	9	5	17
	F	510	4	3	8
	G	12325	10	5	19
		Total: 26355			

A copy of Alison Rowell's report entitled "*Resurvey of grassland remnants surrounding new Taxiway B, 2021-22*" was provided with the 2021/2022 Compliance Report.

4.5 July 2022 - Outcome of Taxiway Bravo Resurvey and Mapping

Canberra Airport NTG mapping was updated using Alison Rowell's July 2022 Taxiway Bravo survey data. It indicated that since the 2018/2019 whole of airfield NTG mapping, which identified an increase of 6 hectares of new NTG derived from various experiments undertaken over time, the total area of NTG mapped along the Taxiway Bravo alignment was 2.6 hectares.

August 2022 mapping of Alison Rowell's survey data was provided with the 2021/2022 Compliance Report.

4.6 July 2023 – Resurvey of Grassland Remnants Surrounding Taxiway Bravo

In late July 2023, Alison Rowell, Biologist and Environmental Consultant, resurveyed and remapped the grasslands surrounding Taxiway Bravo.

Below is an extract from A. Rowell report 2023, Section 2: Results (p4):

Inspection showed that the boundaries and composition of the NTG patches identified in 2022 (Rowell 2022) had remained the same. These are shown in Figure 1, which is reproduced from the previous report.

The main native species observed are shown in Table 1. These included eleven non-grass species and four Indicator species that were also recorded in 2022 (Photographs 1 and 2).

After construction, soil from the site was used to shape the cut and filled areas on the taxiway shoulder areas with the aim of retaining some native plant propagules on site. These areas were then oversown with an exotic mix which apparently contained a Tall Fescue (probably *Festuca arundinacea*), a clover *Trifolium* species and possibly Couch *Cynodon dactylon*. Rapid grass establishment was required to stabilise soil on the verges and protect it from jet blast.

It was noted in 2022 that the Fescue had established but the verge was being invaded in parts by Chilean Needlegrass *Nassella neesiana*. This grassland weed is common on the Airport and commonly replaces planted species in Canberra as it can survive and seed under low mowing. These grasses were still present on the verges in 2023, but there were few plants of Couch or Clover and native species were rare (i.e. they had not re-established from the reused soil).

The part of the verge immediately adjacent to the taxiway is mown more closely and frequently than the rest of the Airport grasslands, presumably for visibility of lights etc (Photograph 4). The tussocks in these areas are mostly small and widely spaced, with bare ground between them. This strip is not seen as now having potential for revegetating with native species due to the low mowing, soil compaction and restrictions on soil disturbance and activity close to the taxiway.

It was noted that there was some increase in scattered occurrences of Serrated Tussock *Nassella trichotoma* within and between the NTG patches (Photograph 3). Control by careful spot spraying is recommended where this species and other perennial grass weeds such as Chilean Needlegrass *Nassella neesiana*, Tall Fescue, African Lovegrass *Eragrostis curvula* and Paspalum *Paspalum dilatatum* occur within NTG patches. African Lovegrass is a more recent serious invader of grasslands in the ACT, and its spread appears to be favoured over Chilean Needlegrass in dry years.

Gradually spraying back the above weeds where they occur adjacent to NTG patches east of the taxiway and replanting the killed strip with native species appropriate to the soil conditions of the patch has the potential to increase the area occupied by NTG and to create north-south links between NTG patches.

Where the intervening exotic species are growing in deeper or wetter soil, Kangaroo Grass *Themeda triandra* would be suitable. Where the soil is shallower and compacted, Redleg Grass *Bothriochloa macra* and Wallaby Grasses *Rytidosperma* would be more appropriate. The results would need to be monitored, and after native grasses have been established and weeds controlled, native forbs could be introduced as seed supplemented with some tube stock.

A copy of Alison Rowell's report entitled "*Canberra Airport: Resurvey of grassland remnants surrounding Taxiway B extension, 2023 – With notes on other grassland areas with potential for rehabilitation*" August 2023 was provided with the 2022/2023 Compliance Report.

4.7 July 2023 - Outcome of Taxiway Bravo Resurvey and Mapping

The NTG patches around Taxiway Bravo identified in 2022 have remained the same following the July 2023 resurvey and mapping.

Rowell report August 2023 stated:

“Inspection showed that the boundaries and composition of the NTG patches identified in 2022 (Rowell 2022) had remained the same. These are shown in Figure 1 (page 6), which is reproduced from the previous report.”

4.8 October 2024 - Resurvey of Grassland Remnants Surrounding Taxiway Bravo

In October 2024, Alison Rowell, Biologist and Environmental Consultant, resurveyed and remapped the grasslands surrounding Taxiway Bravo.

A. Rowell report October 2024, Section 2: Methods (p2) states:

Grassland areas each side of the Taxiway B extension, including replanted verges, were inspected on 16 and 26 October 2024.

They were assessed against the Conservation Advice criteria for the critically endangered Natural Temperate Grasslands of the South-eastern Highlands community (NTG) (TSSC 2016), using the more generous criteria for grasslands surveyed outside ideal sampling times (which is spring-early summer) due to the relatively early survey (mid-October) and recent mowing which interfered with plant identification in some areas. Most grasses had not yet begun flowering and were identified on vegetative characters. Some early spring forbs were in flower and later flowering forbs were at the leaf stage.

A. Rowell report October 2024, Section 3: Results (p5) states:

In 2023, inspection showed that the boundaries and composition of the NTG patches identified in 2021/2022 had remained approximately the same (Rowell 2022, 2023).

In 2024 the ten patches of native-dominated grassland previously identified were revisited, and 2024 nine included at least one area of about 400 square metres that reached the non-grass and indicator species composition criteria (for grasslands surveyed outside ideal sampling times) for the critically endangered NTG community, embedded in native dominated grassland (Figure 1).

In 2024, the shape of some patches had changed, with some expansion of native species into dry low biomass areas at the expense of Tall Fescue, but larger areas were degraded by invasion of exotic species in wetter areas (Figure 1). One small patch and parts of others had fallen below the criteria for NTG due to weed invasion, but this may be reversible by targeted weed control. In 2024 the total area of the NTG patches was 2.46 hectares compared to 2.6 ha in 2023.

The native species observed are shown in Table 1 (p7 A. Rowell 2024). There were more non-grass species and more indicator species recorded in 2024, probably due to the later timing of the survey (Table 2) (p7 A. Rowell 2024). (Photographs 1 to 3) (p10 and p11 A. Rowell 2024).

Two active (and one recently active) burrows of the Canberra Raspy Cricket *Cooraboorama canberra* were found in the southern part of Patch East/G (Photograph 4) (p11 A. Rowell 2024). This large wingless cricket is currently being proposed for listing as a threatened species, as its habitat is NTG and its burrows are an important habitat feature for the

critically endangered Canberra Grassland Earless Dragon, which occurs further north on the Airport.

It was noted in 2022 that the Tall Fescue had established on the taxiway verges but was being invaded in parts by weed species such as Chilean Needlegrass *Nassella neesiana*. Tall Fescue is not ideal for closely mown sites as mowing removes most of the seed before maturity, and the smaller Perennial Ryegrass is unsuitable for use on the Airport as it seeds at a lower height and attracts Galahs (a high hazard species for aircraft).

The part of the verge immediately adjacent to the taxiway is mown more closely and frequently than the rest of the Airport grasslands, for visibility of lights and signs, operation of incursion alerts etc. The Tall Fescue tussocks in these areas are mostly small and widely spaced, with bare ground between them. This strip is however currently seen as having low potential for revegetating with native species due to the requirement for low mowing, soil compaction and restrictions on soil disturbance and activity close to the taxiway.

Exotic grass species which are invading the NTG patches (mainly from the edges) include Chilean Needlegrass and Serrated Tussock *Nassella trichotoma*. These grassland weeds are common on the Airport and often replace planted species in Canberra as they can survive and seed under low mowing (Photograph 5) (p12 A. Rowell 2024). African Lovegrass *Eragrostis curvula* has recently become more common on the Airport, replacing both native and exotic grasses on drier soils. The most prominent broad-leaved weeds were Cat's Ear *Hypochaeris radicata*, Plantain *Plantago lanceolata* and Sheep's Burnet *Sanguisorba minor*, and these often replace exotic grasses after they have been sprayed with herbicide. Weeds were not mapped comprehensively but some large patches are shown in Figure 2 (p8 A. Rowell 2024).

Several patches of the woody weed Gorse *Ulex europaeus* occur west of Taxiway B. This plant can become a large shrub but can also survive, seed and spread under low mowing (Photograph 6) (p12 A. Rowell 2024).

A copy of Alison Rowell's report entitled "Canberra Airport: Resurvey of grassland remnants surrounding Taxiway B extension, 2024 – With notes on grassland rehabilitation" October 2024 was provided with the 2023/2024 Compliance Report.

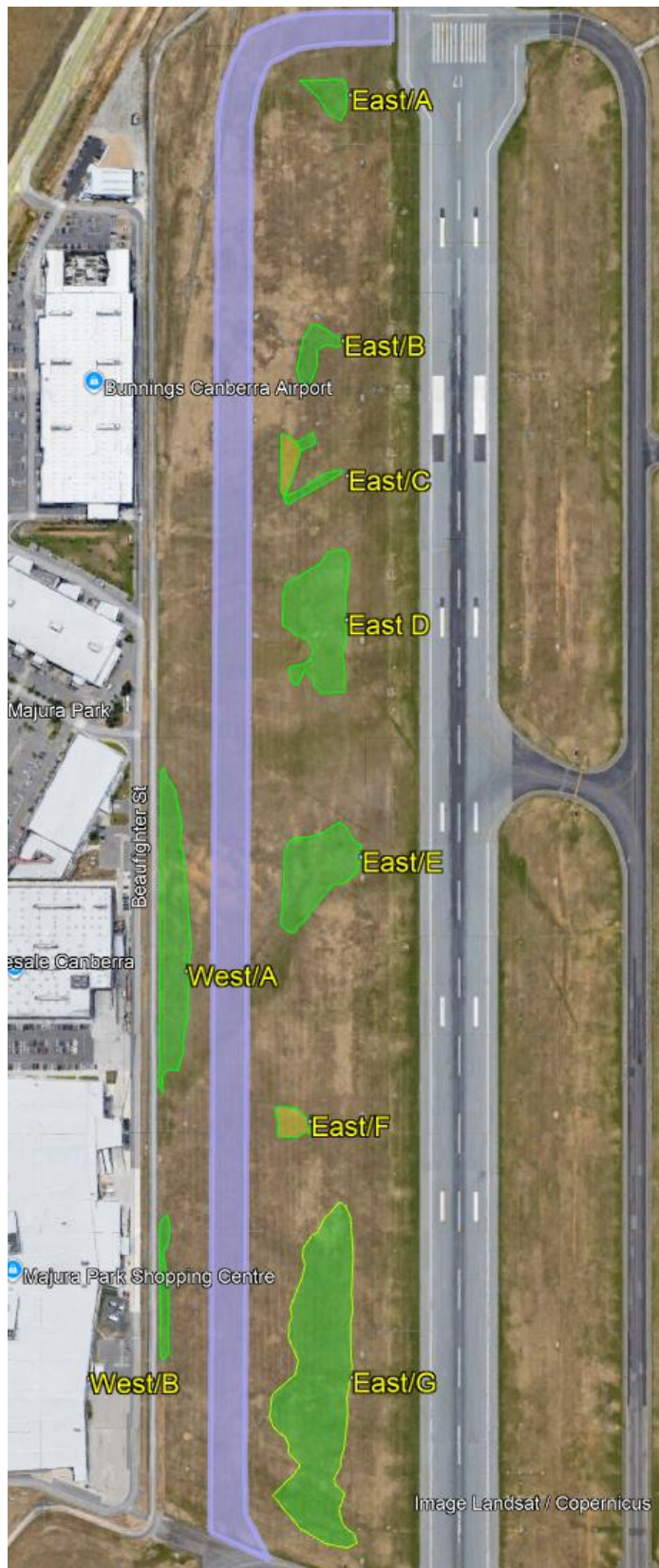


Figure 1: NTG patches in 2024 (green) and two areas which fell below the standard (yellow)

4.9 October 2024 – Outcome of Taxiway Bravo Resurvey and Mapping

A. Rowell report October 2024, Section 3: Results (p5) states:

In 2024 the ten patches of native-dominated grassland previously identified were revisited, and 2024 nine included at least one area of about 400 square metres that reached the non-grass and indicator species composition criteria (for grasslands surveyed outside ideal sampling times) for the critically endangered NTG community, embedded in native dominated grassland (Figure 1).

In 2024, the shape of some patches had changed, with some expansion of native species into dry low biomass areas at the expense of Tall Fescue, but larger areas were degraded by invasion of exotic species in wetter areas (Figure 1). One small patch and parts of others had fallen below the criteria for NTG due to weed invasion, but this may be reversible by targeted weed control. In 2024 the total area of the NTG patches was 2.46 hectares compared to 2.6 ha in 2023.

A. Rowell report October 2024, Section 4: Recommendations (p9) states:

Control by careful spot spraying is recommended where perennial grass weeds such as Serrated Tussock, Chilean Needlegrass, Tall Fescue, African Lovegrass and *Paspalum dilatatum* occur within NTG patches.

Gradually spraying back the above weeds where they occur adjacent to NTG patches east of the taxiway and replanting the killed strip with a dense buffer strip of native species appropriate to the soil conditions of the patch has the potential to increase the area occupied by NTG and to create north-south links between NTG patches. Care will need to be taken with the type of herbicide used, to allow native grasses to develop after the weeds have been sprayed out. Plants and seed collected from the Airport and developed in the proposed seed orchard (Section 5) could be used in this way.

Where the exotic species are growing in deeper or wetter soil, Kangaroo Grass *Themeda triandra* would be a suitable buffer/replacement species. Where the soil is shallower and compacted, Redleg Grass *Bothriochloa macra* and Wallaby Grasses *Rytidosperma* would be more appropriate. The results would need to be monitored, and after native grasses have been established and weeds controlled, native forbs could be introduced by seed, supplemented with some tube stock grown on-Airport.

The Gorse may be better controlled by digging it out, as previous spraying has not killed these plants and they are spreading.

4.10 August 2025 – Resurvey of Grassland Remnants Surrounding Taxiway Bravo

In August 2025, Alison Rowell, Biologist and Environmental Consultant, resurveyed and remapped the grasslands surrounding Taxiway Bravo.

A. Rowell report August 2025, Section 2: Methods (p2) states:

Grassland areas each side of the Taxiway B extension, including replanted verges, were inspected on 21 and 22 August 2025.

The boundaries and condition of grassland patches were assessed against the Conservation Advice criteria for the critically endangered Natural Temperate Grasslands of the South-eastern Highlands community (NTG) (TSSC 2016), using the more generous criteria for grasslands surveyed outside ideal sampling times (which is spring-early summer) due to the winter survey period and little growth since the last mowing, which

impeded plant identification in some areas. Grasses had not yet begun flowering and were identified on vegetative characters and seed head remains from the previous season. Many forb species (non-grass generally broad-leaved plants) were at the seedling or rosette stage and were identified from leaf characters.

Some of the remaining patches of native grassland surrounding Taxiway B meet the above description (refer page 3 A. Rowell report August 2025), with breaks and areas within the NTG patches that contain weeds, bare ground or road base. This also means that some patches that are less than the minimum area (1,000m²) are included due to their proximity to other NTG patches. These have been mapped in detail to indicate potential for rejoining separated patches with weed control and/or replanting of native species.

Alison Rowell's report entitled "*Canberra Airport: Resurvey of grassland remnants surrounding Taxiway B extension, 2025 – With notes on grassland rehabilitation*" August 2025 was provided with the 2024/2025 Compliance Report.

4.11 August 2025 – Outcome of Taxiway Bravo Resurvey and Mapping

A. Rowell report August 2025, Section 3: Results (p4) states:

In 2023, survey showed that the boundaries and composition of the NTG patches identified in 2021/2022 had remained approximately the same (Rowell 2022, 2023). In 2023 the total area of the NTG patches was 2.6 ha, in 2024 it was 2.46 ha, and in 2025 it was 2.7 ha.

In 2025 the patches of NTG previously identified were revisited, and areas around them were also inspected. Most of the native-dominated patches included at least one area of about 400 square metres that reached the non-grass and indicator species composition criteria (for grasslands surveyed outside ideal sampling times) for the critically endangered NTG community (Figures 1 and 2).

The native species recorded are shown in Table 1. There were more native grass species in 2025, but fewer non-grass and indicator species than recorded in 2024. This is probably due to the different seasons of the surveys (Table 2), with many species being more or less detectable in different months (Photographs 1 and 2).

As seen in 2024, the shape of some NTG patches had changed between years. There were minor gains following previous weed control, plus some expansion of native species into dry low biomass areas (mainly near taxiway edges) at the expense of Prosper Fescue, which does not persist well under close mowing. Some easterly extensions of NTG were estimated while standing at the gable markers, as access to the movement area is restricted.

One small patch and parts of others (including the narrow West/B patch) had fallen below the criteria for NTG due to weed invasion, especially by Serrated Tussock *Nassella trichotoma* (Figures 1 and 2), but these losses should be reversible by targeted weed control. Some (usually wetter) NTG areas had been degraded by recent invasion of species such as Chilean Needlegrass *N. neesiana*, and Sheep's Burnet *Sanguisorba minor*.

The areas of grassland between the native-dominated patches contained a variety of species. Some areas contained scattered native grasses but few or no native forbs, with a moderate cover of weedy grasses such as *Paspalum dilatatum*, Serrated Tussock and Chilean Needlegrass, and broad-leaved weeds such as Catsear *Hypochaeris radicata*, Plantain *Plantago lanceolata* and Sheep's Burnet. These forbs often replace other weeds after the use of Glyphosate/Roundup (A. Rowell pers. obs.) without follow up

plantings. Other patches were completely dominated by Serrated Tussock or Chilean Needlegrass. These different grassland types will require appropriate targeted management if rehabilitation is the goal.

African Lovegrass *Eragrostis curvula* has become more common on the Airport in recent years, replacing both native and exotic grasses on drier soils. This species can spread and dominate faster than the other weedy grasses so patches encountered were recorded (Figure 3) as its control should be a priority. Other weeds were not mapped comprehensively but some more significant patches are also shown in Figure 2.

Several patches of the woody weed Gorse *Ulex europaeus* remain west of Taxiway B in NTG patches (Figure 3). This plant can become a large shrub but can also survive, seed and spread under low mowing. There were signs that plants had survived previous spraying with herbicide (Photograph 7), and it is again recommended that this weed be removed by chipping out of whole plants, with the cut stems painted or sprayed with concentrated Glyphosate to prevent regrowth.

A patch of about 0.25 ha of grassland not previously mapped as NTG but now dominated by the Wallaby Grass *Rytidosperma fulvum* was found near the northern end (Figure 1). This native grass had not been previously recorded in the Taxiway B area but is known from the north-west corner of the Airport. There were only a few native forbs in this patch and they were widely scattered, so it does not currently qualify as NTG, but the Wallaby Grass was successfully competing with weeds on the heavy soil and it should be possible to rehabilitate the patch to NTG status by spot-spraying of weeds and planting of more of the forb species that are currently present, and others that do well on heavy soils (see Section 5). It is also likely that this grass is a feed species for the larvae of the Golden Sun Moth *Synemon plana* which is listed as Vulnerable under the EPBC Act and known to occur in the project area.

The verge immediately adjacent to the taxiway is mown more closely and frequently than the rest of the Airport grasslands for operational reasons, such as ensuring visibility of lights and signs and assisting the operation of incursion alerts. Some strips beside the taxiway contain a high proportion of bare ground, though the compacted clay soil now appears stable and unlikely to be affected by jet blast. The increase in bare ground is due to the decline of the species planted after taxiway construction (Fescue, Couch, Clover) after exposure to harsh conditions and the close mowing of the taxiway margin which suppresses seeding of the Fescue. This effect was also seen on the edges of some drains.

Chilean Needlegrass has sometimes replaced the Fescue but in many such areas the more common grass is now the native Redleg Grass, with occasional occurrences of some small native forbs such as Scrambled Eggs, Variable Plantain and New Holland Daisy, which can tolerate the conditions. It is likely that this effect is due to some success from the re-use of site soil containing native species, though the effect has taken several years to become apparent. One of these strips is shown in Figure 1 and in Photographs 3 and 4. The strip shown is 0.4 ha, and there is likely to be at least one hectare of grassland around Taxiway B extension in this condition that could be rehabilitated.

Five old burrows of the Canberra Raspy Cricket *Cooraboorama canberrae* were found in the NTG areas and inspected with a fibrescope (Photograph 6). The deepest burrow was fairly recent and 13cm deep, but none were occupied. This is usual in winter as the burrow-creating adults usually die in March. This large wingless cricket is currently proposed for listing as a threatened species, as its habitat is NTG and its burrows are an important habitat feature for the critically endangered Canberra Grassland Earless Dragon, which has been recorded further north on the Airport.

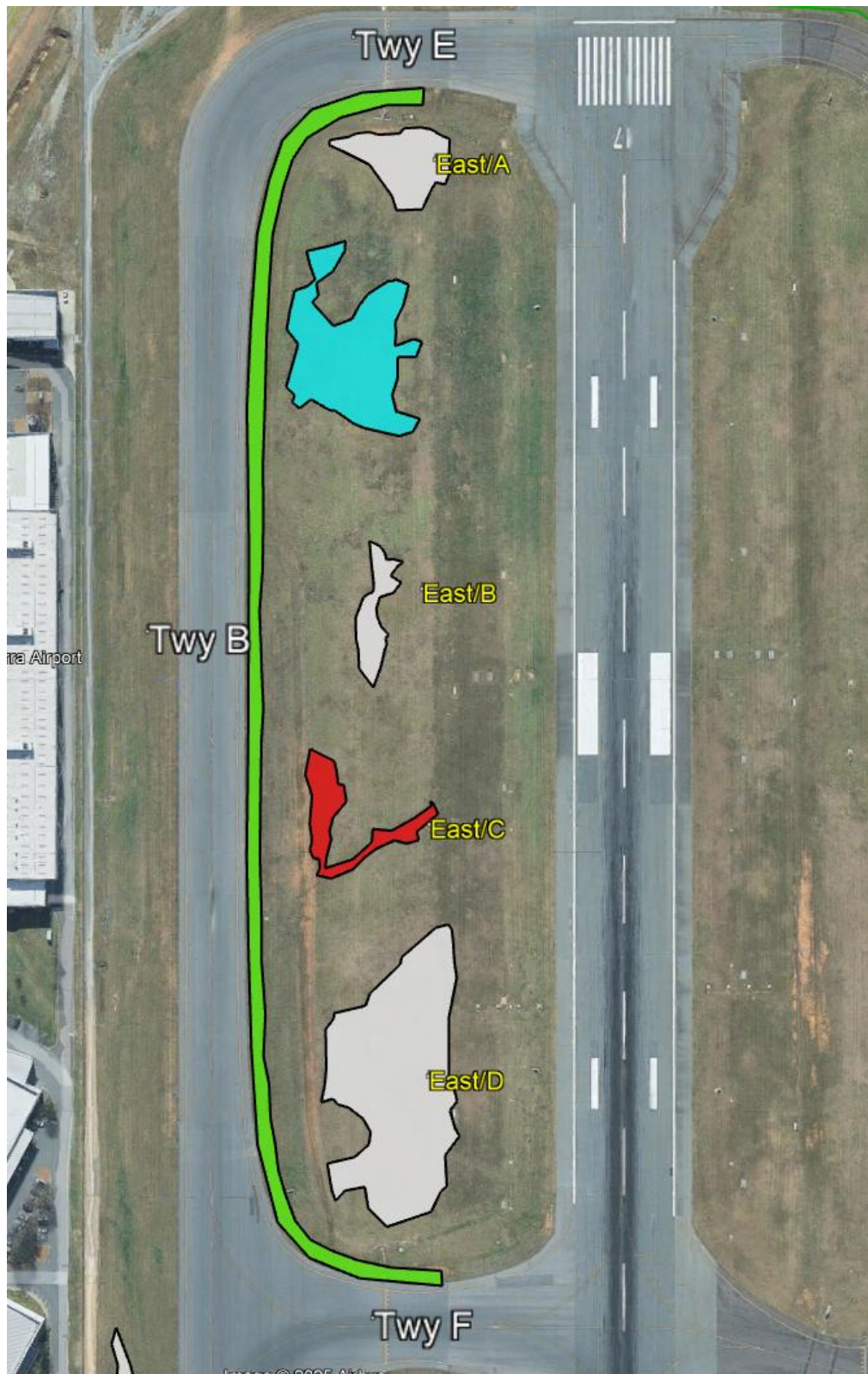


Figure 1. Grassland in the northern taxiway island, 2025.

White = NTG

Red = patch which has fallen below NTG threshold since 2024

Blue = patch of *Rytidosperma fulvum* with rehabilitation potential

Green = strip up to 8 metres wide beside taxiway with rehabilitation potential.



Figure 2. Grassland around the southern part of Taxiway B extension, 2025.

White = NTG

Yellow = Serrated Tussock invading NTG patch

Orange = large Chilean Needlegrass patches, one invading NTG patch.



Photograph 1. Native grass and forb species in patch East/G, late August 2025.



Photograph 2. Young Blue Devil plants (spiky green tufts), an indicator species. Patch East/G, late August 2025.

A. Rowell report August 2025, Section 5: Recommendations (p11) states:

Control by careful spot spraying is recommended where perennial grass weeds such as Serrated Tussock, Chilean Needlegrass, African Lovegrass and Paspalum occur within and adjacent to NTG patches to avoid further loss of existing NTG.

Further methods described below could increase the area of NTG significantly by incremental expansion of existing patches and rehabilitation of weedy areas.

A program could be considered that would involve spraying back the above weeds (with Fluproponate where appropriate) where they occur on the boundaries of existing NTG patches and monitoring for native species recovery, then (if necessary) replanting the killed strip with a buffer strip of native grasses appropriate to the soil conditions of the patch. This procedure has the potential to increase the area of NTG and to create/restore links between NTG patches, and also to increase available habitat for the threatened Golden Sun Moth (if larval feed species are included). Golden Sun Moths have poor powers of dispersal, making patch connection a valuable tool in their conservation. Plants and seed collected from the Airport and harvested from the airside propagation area would be used in this restoration.

Where the exotic species are growing in deeper or wetter soil, Kangaroo Grass and *Rytidosperma fulvum* would be suitable buffer/replacement species. This is demonstrated by the natural occurrence of these species in some wetter areas of the Airport, and one area where Kangaroo Grass has recovered naturally after spraying of Chilean Needlegrass with Fluproponate. Where the soil is shallower and compacted, Redleg Grass and smaller Wallaby Grasses would be more appropriate. Initially some native grass seed might need to be purchased for this work, but all these species can and have been harvested from the Airport and will be grown in the propagation area. The results would need to be monitored, and after native grasses have been established and weeds controlled, more native forbs could be introduced by seed, supplemented with some tube stock grown on-Airport.

The strips of grassland along the taxiway margins and drains (e.g. in Figure 1, Photographs 3, 4) have potential for rehabilitation as native dominated grassland (and eventually NTG) due to the amount of bare ground they contain, the current presence of some native species and site conditions that would mostly favour some native species over many weed species. Methods used would be constrained by operational considerations, but initial boom spraying of Chilean Needlegrass would be a useful first step where that species is dominant. The initial aim would be to create strips dominated by native Redleg Grass, which may increase naturally after Chilean Needlegrass control, or may require some supplementation by seed drilling.

These edging strips are narrow but probably total at least one hectare in the project area and have the potential to be expanded by continued treatments of their inner edges, especially as new weed incursion is less likely on the edges bounded by asphalt which would be rehabilitated first.

Large dense patches of single weeds such as Chilean Needlegrass and Serrated Tussock (e.g. see Figure 2, Photograph 5) may appear irretrievable, but the presence of a monoculture could actually increase the effectiveness of selective herbicide applications, as soil stores of other weed species are likely to be low in these patches and effectively controlling the target species could leave a relatively clean seed bed suitable for replanting with native species.

4.12 July/August 2026 – Resurvey of Grassland Remnants Surrounding Taxiway Bravo

In July/August 2026, Alison Rowell, Biologist and Environmental Consultant, resurveyed and remapped the grasslands surrounding Taxiway Bravo.

Alison Rowell's report entitled "*Canberra Airport: Resurvey of grassland remnants surrounding Taxiway B extension, 2026 – With notes on grassland rehabilitation*" August 2026 is provided at **Attachment 2**.

A. Rowell report August 2026, Section 2: Methods (p4) states:

Grassland areas each side of the Taxiway B extension, including replanted verges, were inspected on 29/30 July and 11 August 2026.

The boundaries and condition of grassland patches were assessed against the Conservation Advice criteria for the critically endangered Natural Temperate Grasslands of the South-eastern Highlands community (NTG) (TSSC 2016), using the more generous criteria for grasslands surveyed outside ideal sampling times (which is spring-early summer) due to the winter survey period and little growth since the last mowing, which impeded plant identification in some areas. Grasses had not yet begun flowering and were identified on vegetative characters and seed heads remaining from the previous season. Many forb species (non-grass generally broad-leaved plants) were at the seedling or rosette stage and were identified from leaf characters.

The strips that were reseeded in February 2026 were inspected on 11 August with each 20 metre segment categorised as exotic-dominated or native-dominated and assessed against NTG criteria.

Invertebrate burrows of the type constructed by the Canberra Raspy Cricket *Cooraboorama canberrae* were noted when seen, inspected with a fibrescope with the depth and any occupant noted. This large wingless cricket is currently proposed for listing as a threatened species, as its habitat is NTG and its burrows are an important habitat feature for the critically endangered Canberra Grassland Earless Dragon, which has been recorded further north on the Airport.

Some of the remaining patches of native grassland surrounding Taxiway B meet the above description, with small breaks and areas within the NTG patches that contain weeds, bare ground or road base. This also means that some patches that are less than the minimum area (1,000 m²) are included due to their proximity to other NTG patches. These have been mapped in detail to indicate potential for rejoining separated patches with weed control and/or replanting of native species.

4.13 July/August 2026 – Outcome of Taxiway Bravo Resurvey and Mapping

A. Rowell report August 2026, Section 3: Results (p6) states:

In 2026, the previously identified patches of NTG were revisited, and the areas around them were also inspected. The larger native-dominated patches mapped as NTG included at least one area of about 400 square metres that reached the non-grass and indicator species composition criteria (for grasslands surveyed outside ideal sampling times) for the critically endangered NTG community. Some easterly extensions of NTG patches were estimated while standing at the gable markers, as access to the movement area is restricted. (Figures 2 and 3).

In 2023, survey showed that the boundaries and composition of the NTG patches identified in 2021/2022 had remained approximately the same (Rowell 2022, 2023). In 2023 the total area of the NTG patches was 2.6 ha, in 2024 it was 2.46 ha, in 2025 it was 2.7 ha and in 2026 it was 2.36 ha. As seen previously, the shape of some NTG patches had changed between years, and the changes seen in 2026 included minor losses and some smaller gains. The native species recorded are shown in Table 1. There were more native forb species and indicator species recorded in 2026. Some of the variation across years may be due to the different seasons of the surveys (Table 2), with many species being more or less detectable in different months (Photographs 1 and 2).

A 0.25 ha patch of grassland first mapped in 2025 as native-dominated (with the less common Wallaby Grass *Rytidosperma fulvum*) but not reaching the threshold for NTG was revisited, and nearly half was found to now qualify as NTG due to an increase in forb cover, while needing ongoing weed control (shown as East/A1 in Figure 2).

The verge immediately adjacent to the taxiway is mown more closely and frequently than the rest of the Airport grasslands for operational reasons, such as ensuring visibility of lights and signs and assisting the operation of incursion alerts. Some strips beside the taxiway contain a high proportion of bare ground, with compacted clay soil. The harsh environmental conditions and close mowing have not favoured the initial plantings of Fescue, Clover and Couch, which have been partially replaced by weedy grasses and forbs but also by the native Redleg Grass *Bothriochloa macra* in places. This effect was also seen on the edges of some drains. In 2025 occasional occurrences were noted of some small native forbs (Scrambled Eggs, Variable Plantain, New Holland Daisy, see Table 1), which may be due to the re-use of site soil containing native species. This area was recommended for rehabilitation, and after reseeding with native species in February 2026 about half of this area was assessed as being native-dominated with potential to become NTG with further weed control and further seeding with suitable species (Figure 2).

The seed mix used had been chosen for revegetation of the verge of the Northern Road north of the Airport boundary, and some species were not suitable for use on the Taxiway verge due to soil type, frequency/height of mowing and attractiveness to Galahs. None of the problematic species appeared to have established by August, but three suitable species which were planted were present (Redleg Grass, Windmill Grass, New Holland Daisy). These species were also present before the reseeding but are likely to have increased in frequency after the planting. Those areas shown as still exotic-dominated were probably on deeper soil and would need more intensive rehabilitation.

Part of the nearby bare drain verge which was reseeded (Figure 1) was mapped as new NTG in August 2026 (East/C1 in Figure 2). This strip was adjacent to an area recorded as NTG in 2025 which had dropped below the NTG threshold in 2026, and there is potential for restoration to join the old and new NTG patches.



Figure 1. Strips of mostly sparse grassland reseeded by Greening Australia, Feb 2026.

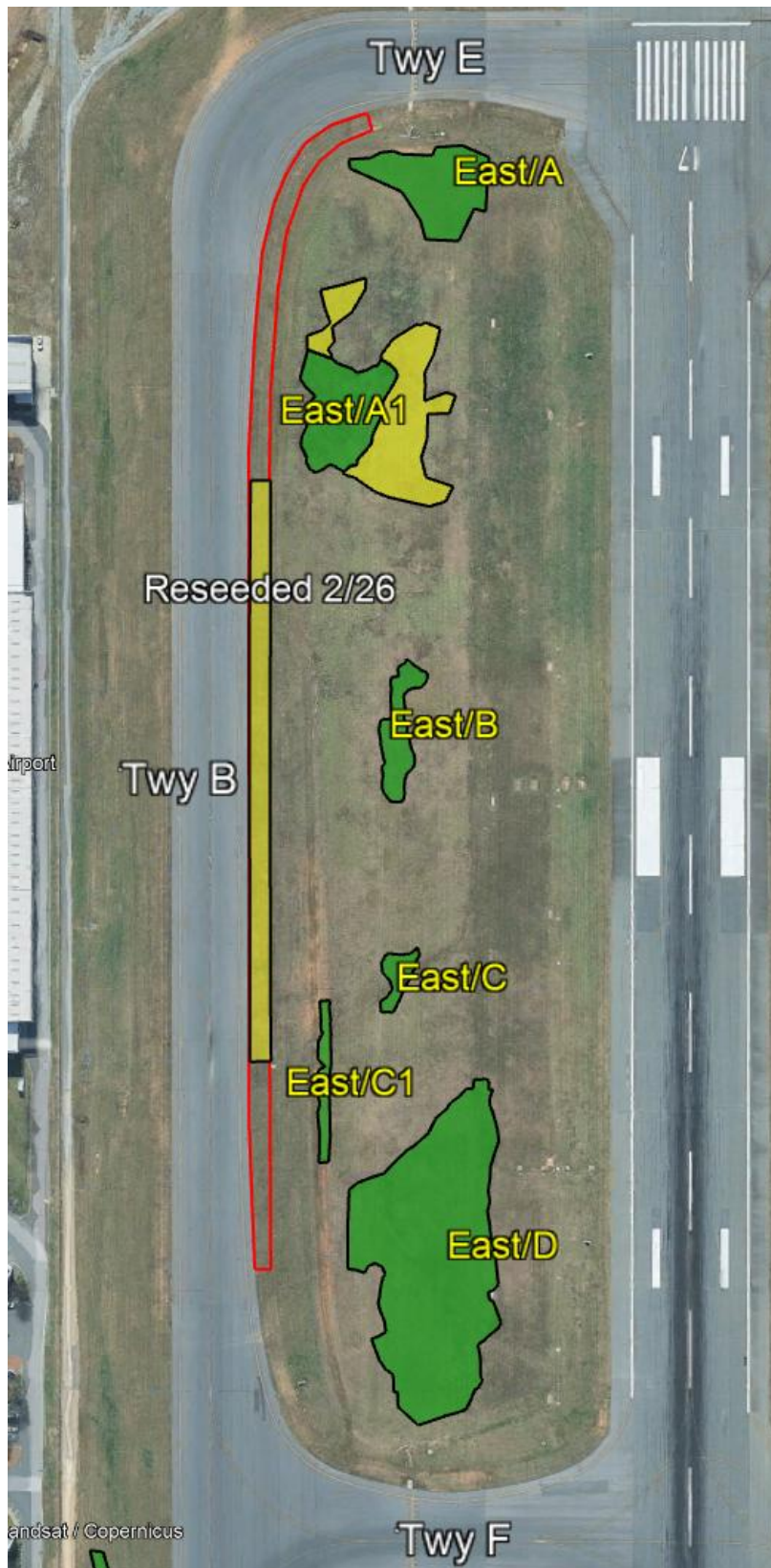


Figure 2. Grassland in the northern taxiway island, 2026.

Green = NTG

Red outline = Extent of Feb 2026 reseeded

Yellow = Native-dominated but not NTG, suitable for further rehabilitation

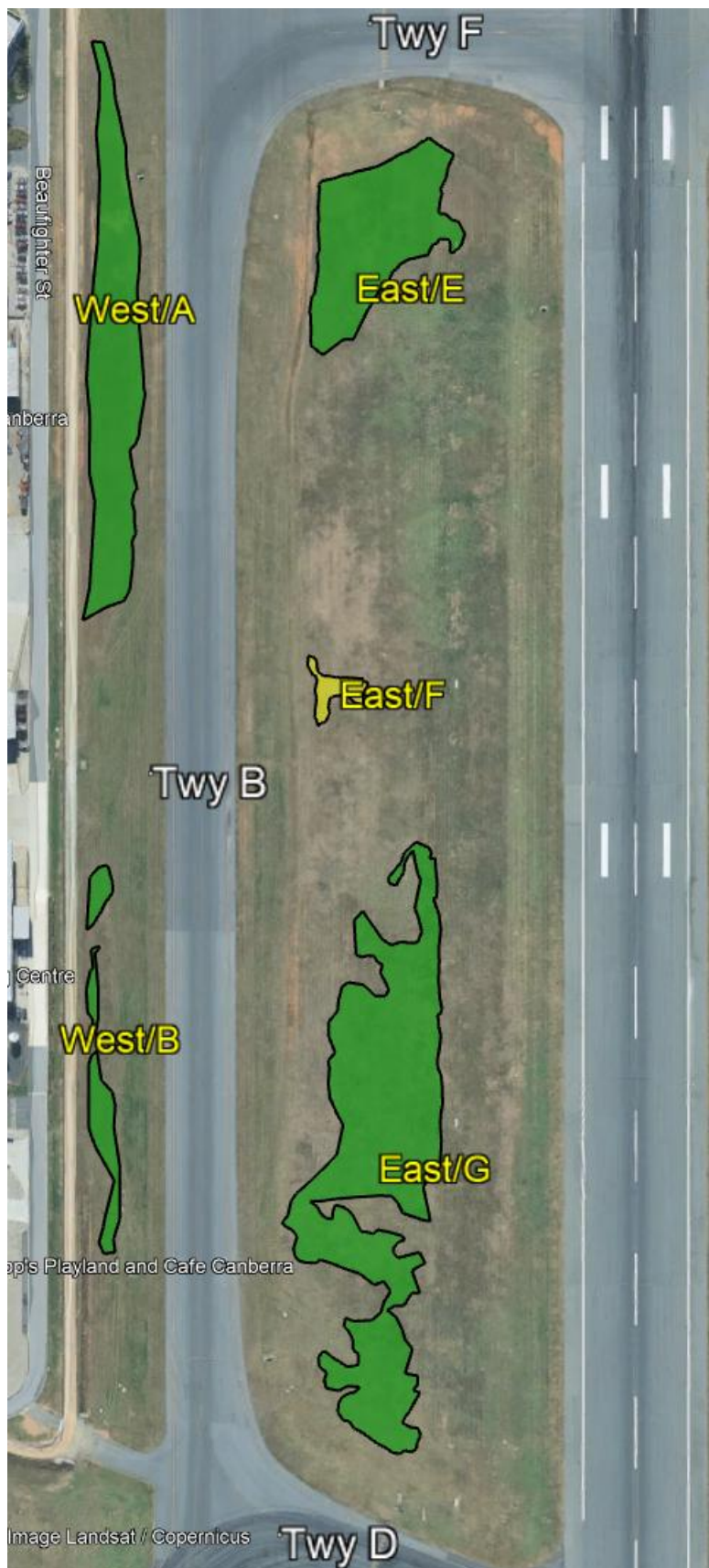


Figure 3. Grassland around the southern part of Taxiway B extension, 2026.

Green = NTG

Yellow = Native-dominated but not NTG, suitable for rehabilitation



Figure 4. Other observations around Taxiway B extension, 2026.

Red = Invertebrate burrows

Blue = Patch of Gorse

Purple = Firethorn

A. Rowell report August 2026, Section 3.2 Weed issues (p7) states:

Non-woody weeds on the Airport have recently been mapped by Southern Habitat so these were not remapped as part of the project.

There were minor gains of NTG following previous weed control, but more areas had been lost to recent weed incursions, with the main problem species being Serrated Tussock *Nassella trichotoma*, Chilean Needlegrass *Nassella neesiana* and African Lovegrass *Eragrostis curvula*. African Lovegrass has become more common on the Airport in recent years, replacing both native and exotic grasses on drier soils. This species can spread and dominate faster than the other weedy grasses so its control should be a priority.

There was evidence of successful control of Serrated Tussock where it had been invading native patches, but the treated areas had mostly not regenerated with native species and require follow-up rehabilitation. Some of the treated patches were covered in dense dead thatch that would suppress native species, and in some areas native forbs were recovering but native grasses were not, which may reflect the chemicals used or the timing of spraying (Photographs 3, 4).

There had also been treatment of some patches of African Lovegrass but dense incursions of Chilean Needlegrass into NTG patches remain largely untreated.

Two thorny woody weeds have persisted and spread under mowing in the grassland areas. About a dozen patches of Gorse *Ulex europaeus* remain west of Taxiway B and there was a single occurrence of Firethorn *Pyracantha* (Photographs 5, 6, Figure 4). These plants are often large shrubs but can also survive, seed and spread under low mowing. In 2025 it was noted that the Gorse had recovered after spraying with herbicide, and there were even more plants in 2026.

A. Rowell report August 2026, Section 3.3 Invertebrate Burrows (p8) states:

At least 12 invertebrate burrows deep enough to shelter a Canberra Grassland Earless Dragon were found and inspected. Most were old unoccupied burrows typical of the Canberra Raspy Cricket, being circular and vertical with remnants of a clay and silk cap (Photograph 1). Two burrows contained Canberra Raspy Crickets and one a Wolf Spider. It is common for such burrows to be unoccupied in winter as many of the crickets and spiders die in autumn.



Photograph 1. Burrow containing Canberra Raspy Cricket in NTG patch East/D, cap at left.

A. Rowell report August 2026, Section 4: Recommendations (p14) states:

Management of the taxiway grasslands should aim to protect existing NTG patches from weed invasion, to rehabilitate weedy areas adjacent to and between NTG patches and to link patches to increase overall NTG cover.

This will require a weed management plan identifying the weeds of major concern, mapping their distribution, and specifying methods, timing and appropriate chemicals to achieve their control. Detailed records should be kept to measure baselines for grassland condition and to monitor the success of weed control.

Appropriate seed bed preparation such as selective or spot spraying of weeds and torching or raking of thatch should be incorporated in planning. Some herbicides will have a residual effect on the subsequent establishment of native plants so these effects should be researched in advance and the after-effects of weed-spraying trials should be recorded and used to inform future control efforts.

Revegetation should aim to reinstate the type of NTG that already occurs on the Airport, to avoid importing plants that are not local to the site and to best create habitat suitable for the threatened fauna species that occur on the Airport. Lists are available of the species which occur on site.

Planned revegetation projects should preferably use native seed which has been collected and stored at the Airport or grown in the seed nursery that has been established on-Airport (Gurnett-Attard 2024, Photograph 8). Individual plants from the nursery can also be planted, especially those that are difficult to grow from seed or can be grown by division. Species lists should be prepared of plants suitable for particular areas, such as those with

poor drainage or subject to inundation, and appropriate species should be used in areas of close mowing on taxiway and runway verges.

Many different species of Wallaby grasses *Rytidosperma* occur at the Airport, and seeds of these are in storage and plants are in the nursery. It is important to incorporate these cool season grasses in revegetation as they are the main food species for the larvae of the threatened Golden Sun Moth. Some Wallaby grasses are very short and suitable for verges, others thrive in damp areas, and most are compatible with management by slashing to low or moderate heights.

Kangaroo Grass was not a suitable species for the taxiway verges but could be used on the edge of the perimeter road as it does well with additional run-off and can suppress weed growth once established.

A number of relevant recommendations were made in the previous report (Rowell 2025) for weed control and grassland rehabilitation, and successes in previous years using the selective herbicide Fluproponate to control Chilean Needlegrass should be built upon. When exotic patches have died after spraying, native species such as grasses and/or some fast-growing forbs could be planted to compete for space and nutrients with exotic species that may have seeds in the soil. Some herbicides will have a residual effect on the subsequent establishment of native plants, so these effects should be researched in advance and the after-effects of weed-spraying trials should be recorded and used to inform future control efforts. This FAQ sheet [TASKFORCE® Herbicide](#) contains useful information on the use of Fluproponate and Glyphosate against various weeds under Australian conditions, with an emphasis on grasslands.

The woody weeds observed should be removed by chipping out of whole plants, with any cut stems painted or sprayed with concentrated Glyphosate to prevent regrowth and the bare patches reseeded with native grasses and forbs.



Photograph 2. Native grass and forb species in NTG patch East/G, 11 August 2026.



Photograph 3. Redleg Grass Bothriochloa macra on reseeded native-dominated verge of Taxiway B, August 2026.

5. Grassland Rehabilitation Activities within the Canberra Airport Lease

Condition 2.a.ii requires the rehabilitation of 17.1 hectares within the Canberra Airport Lease to meet the definition of Natural Temperate Grassland.

As reported in Section 7 2026 Natural Temperate Grassland (NTG) Survey within the Canberra Airport Lease, page 36 of this Compliance Report:

- *Digitisation of vegetation quality classes 4 and 5 identified a total of 129.57 ha (combined) within the Project Area. Of the 129.57 ha of vegetation quality classes 4 and 5, 11.73 ha now meet the minimum NTG listing criteria. This result demonstrates measurable progress toward the rehabilitation target and confirms an increase in NTG extent within the Project Area, with 5.37 ha remaining to achieve the 17.1 ha requirement.*

A. Rowell report August 2026, Section 4: Recommendations (p14) states:

A number of relevant recommendations were made in the previous report (Rowell 2025) for weed control and grassland rehabilitation, and successes in previous years using the selective herbicide Fluproponate to control Chilean Needlegrass should be built upon.

The A. Rowell report August 2025, Section 4: Grassland rehabilitation activities at Canberra Airport (p10) is relevant and therefore included in this 2025/2026 Compliance Report.

Areas on the Airport where patches of weeds such as Serrated Tussock have been sprayed with Glyphosate (a non-selective herbicide) in the past have often later become covered with other exotic species.

Trials using the selective tussock herbicide Fluproponate (marketed as Taskforce) on weedy patches in the northern NTG area of Canberra Airport began in winter 2024, with promising results. Further trials, with record-keeping and post-treatment surveys can help determine the best time and application rate for this chemical on weedy grasses such as Serrated Tussock and Chilean Needlegrass around native grass areas. Initial results from winter application show suppression of Chilean Needlegrass, with some native grasses (such as Kangaroo Grass) apparently unaffected and reclaiming previously weed-dominated patches.

After exotic patches have died after spraying, native species such as grasses and/or some fast-growing forbs could be planted to compete for space and nutrients with exotic species that may have seeds in the soil. Some herbicides will have a residual effect on the subsequent establishment of native plants, so these effects should be researched in advance and the after-effects of weed-spraying trials should be recorded and used to inform future control efforts. This FAQ sheet [TASKFORCE® Herbicide](#) contains useful information on the use of Fluproponate and Glyphosate against various weeds under Australian conditions, with an emphasis on grasslands.

During Canberra Grassland Earless Dragon (CGED) surveys from 2023 to 2025 and other airside surveys, some grassland areas (particularly north of the main runway) were identified as having potential to be used as trial sites using different methods of grassland rehabilitation to restore them to native-dominated grassland or NTG status, with a corresponding increase in potential habitat for threatened species such as CGED and Golden Sun Moth and reconnection of currently separate patches of habitat. Observations from that work have informed the current assessment for rehabilitation potential of the grasslands around Taxiway B.

From 2023 to 2025, seeds of native grasses and forbs were hand-collected from high quality NTG grasslands on the Airport by this consultant and Ms Amanda Gurnett-Attard of Canberra Airport for use in future restoration work, and a seed collection curated by Ms Gurnett-Attard is stored under appropriate conditions in the Airport offices (e.g. see Gurnett-Attard 2024). In 2025 an on-Airport plant propagation area was designed and constructed airside, to provide seed and plants for grassland revegetation/rehabilitation projects. From January 2025 seeds were planted, and the above ground beds now contain many forb species and some grasses grown from Airport seed which will produce more seed later this year.

Canberra Airport will continue to work with Alison Rowell, Biologist and Environmental Consultant, and Umwelt to further develop experiments/trials in the NTG areas identified as opportunities for grassland rehabilitation within the Canberra Airport Lease.

Over the years, some of these experiments/trials have included:

- A Greening Australia experiment in the Eastern Grass near Scherger Drive;
- A weeding program and spreading of seed by our experiment of broadcasting NTG and mowing thatch between taxiway Alpha, the Runway and near the Instrument Landing System (ILS);
- The establishment of a translocation site north of Taxiway Foxtrot and west of Taxiway Alpha;
- Improving drainage to the north of Runway 17/35.

In addition to the key and ongoing NTG rehabilitation works described above, Canberra Airport and consultant ecologists have identified and established the following NTG rehabilitation trials. Depending on the success of the trials, these and other rehabilitation activities will continue to be expanded across the airport site.

Rehabilitation Area 1

In early August 2025, rehabilitation experiments/trials were established in two areas on-Airport following the removal of NTG slabs and individual NTG plants from the Northern Road verges.

Prior to setting up these rehabilitation experiments/trials, Canberra Airport engaged Umwelt to undertake survey work in June and July 2025 to assess the condition of the grassland to support the proposed rehabilitation and translocation of NTG, and to assess for the presence of CGED to avoid impacts to the species. Following the surveys, Umwelt confirmed that the two areas did not contain NTG flora or fauna and therefore were suitable recipient sites for the sods and individual plants translocated from the Northern Road verges. Individual plants were also relocated to the Seed and Plant Nursery.

It is important to note that the two areas are nearby NTG and the known CGED habitat on-Airport and have been designed with the potential to create a continuum of NTG.

Rehabilitation Area 2

A 10 x 5m² quadrat area has been established north of the recipient site of the NTG slabs translocated from the Northern Road corridor verges.

Rehabilitation Area 3

A 5.5 x 2m² quadrat area will be established east of Rehabilitation Area 1 where bare soil was observed.

Rehabilitation Area 4

The aim of this trial is to repair four areas previously treated with herbicide around bird count cones in the northern areas of the NTG habitat. A hand collected seed mix from the airport was used in these areas. Canberra Airport is monitoring seed germination and recording data.

Rehabilitation Area 5

Seed surplus to that used in the Northern Road verges was used to establish a trial area along Taxiway Bravo to the north-east which was identified as a good location for an NTG rehabilitation trial by Greening Australia. The seed mix supplied by Greening Australia was sown on 20 February 2026.

In consultation with Alison Rowell, Biologist and Environmental Consultant, and Umwelt and other relevant experts, strategies to manage the rehabilitation of NTG grassland areas will continue to be developed to enhance performance outcomes.

For completeness, Canberra Airport refers to its correspondence of 31 July 2026 to NEPA and of 30 June 2026 to EPBC Monitoring as well as to section 12 of this Report, concerning the application of Condition 2.

6. Weed Management Activities

Southern Habitat (NSW) has been engaged by Canberra Airport to undertake boom spraying airside on the southern end of the airport using a selective herbicide (Flupropanate) to target the following weed species;

- Serrated tussock (*Nassella trichotoma*) – C3 grass
- African lovegrass (*Eragrostis curvula*) – C4 grass
- Chilean needle grass (*Nassella neesiana*) – C3 grass
- Paspalum (*Paspalum dilatatum*) – C4 grass
- Phalaris (*Phalaris aquatica*) – C3 grass
- Tall fescue (*Schedonorus arundinaceus*) – C3 grass

The boom spraying was completed from 27 July to 6 August 2026. In total 28.57 hectares of grasses were sprayed for the above listed weed species (refer to Attachment C for the detailed report). Southern Habitats are also currently hand spraying the above listed weeds species in grassland north of the cross runway. This work will include weed mapping and recommendations for future weed management, it will be reported in the next compliance report.

7. Seed and Plant Nursery

As reported in the 2024/2025 Compliance Report, Canberra Airport established a Seed and Plant Nursery on-Airport for the purposes of NTG rehabilitation within the Canberra Airport Lease in response to conditions for both EPBC 2008/4170 (Taxiway Bravo Extension Project) and EPBC 2009/4748 (Northern Road Project).

Seed collected, and seedlings and plants grown at the Nursery will be used to rehabilitate NTG grassland areas within the Canberra Airport Lease.

Canberra Airport will continue to manage the operation of the Seed and Plant Nursery in consultation with Alison Rowell, Biologist and Environmental Consultant, Umwelt and other relevant experts.



Native grasses and forbs in flower in one of the propagation beds at the Airport seed nursery, February 2026.

7. 2026 Natural Temperate Grassland (NTG) Survey within the Canberra Airport Lease

Throughout the reporting period 2025/2026, the Airport has worked with Alison Rowell, Biologist and Environmental Consultant, and Umwelt to undertake fieldwork to map and assess the condition of NTG areas within the Canberra Airport Lease.

The Airport Environment Strategy (AES) requires Canberra Airport to undertake an NTG survey every eight years which is aligned with the preparation of the Canberra Airport Master Plan. The next Master Plan is due to be submitted to the Minister for consideration and approval by February 2028.

Umwelt was engaged, as suitably qualified experts, to undertake an NTG survey within the Project Area (refer to Figure 3.1) in February/March 2026. The survey served to confirm the information provided in the 2024/2025 and subsequent Annual Compliance Reports was as accurate as possible. The survey also identified any potential data gaps and enabled Umwelt to prepare Shapefile mapping to support Canberra Airport's current and future compliance requirements for the Taxiway Bravo EPBC 2008/4170 Approval conditions and definitions.

As reported in the 2024/2025 Compliance Report and reiterated in this 2025/2026 Compliance Report, the Umwelt *Canberra Airport Temperate Grassland Report June 2026* report states at Section 4.0 Conclusion:

Grassland surveys undertaken by Umwelt for the Canberra Airport have provided an assessment of the 2026 extent and condition of the NTG community within the Project Area, in support of compliance with EPBC Act approval conditions for Taxiway Bravo

- Digitisation of vegetation quality classes 4 and 5 identified a total of 129.57 ha (combined) within the Project Area. Of the 129.57 ha of vegetation quality classes 4 and 5, 11.73 ha now meet the minimum NTG listing criteria. This result demonstrates measurable progress toward the rehabilitation target and confirms an increase in NTG extent within the Project Area, with 5.37 ha remaining to achieve the 17.1 ha requirement.
- Condition assessments indicate that the assessed NTG includes areas of high-quality grassland. Of the eight floristic plots undertaken, six met the high to very high condition threshold and two met the moderate to high condition threshold.
- The assessment also confirms that ongoing management will remain important to maintain and extend these gains. Elevated exotic species cover in some areas presents an ongoing constraint and may limit further improvement in NTG extent and condition if not effectively managed.

FIGURE 1.1

Areas of Vegetation Quality Four and Five that now meet NTG Criteria

Legend

- Roads
- Watercourse
- Project Area
- EPBC Act Natural Temperate Grassland

0 0.5 1
Kilometres

Scale 1:22,500 at A4
GDA2020 MGA Zone 55

umwelt

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APPROVED FOR AND ON BEHALF OF Umwelt

The Umwelt *Canberra Airport Temperate Grassland Report June 2026* was provided with the 2024/2025 Annual Compliance Report on 30 June 2026 and is available on the Canberra Airport website via the following link:

<https://www.canberraairport.com.au/corporate/about/development>

8. Canberra Grassland Earless Dragon (CGED) *Tympanocryptis lineata* Monitoring at Canberra Airport

The NTG on Canberra Airport is habitat for vulnerable and endangered fauna, including the CGED and GSM. In that regard, the Airport Environment Strategy (AES) stipulated that monitoring for these threatened fauna species is conducted every two years.

Alison Rowell undertook CGED monitoring at the northern end of Canberra Airport in late summer/autumn 2019, 2021 and 2023 and no CGED were found during monitoring at the permanent grids in this area. However, one CGED was found during the pre-construction survey for Taxiway Bravo in May 2019.

Although CGED monitoring was undertaken in 2023, and the AES stipulates monitoring every two years, the Airport decided to undertake CGED monitoring in 2024 and again in 2025. In consultation with Alison Rowell, Umwelt was engaged to undertake the 2024 and 2025 CGED monitoring. In collaboration with the ACT Government, Canberra Airport adopted the same extended monitoring periods for 2024 (26 March-27 June), and 2025 (17 February to 29 May).

The new survey methods trialled in 2024 were replicated for the 2025 monitoring period. As no CGED were found in the latest round of monitoring (2025), this means that none have been seen at the northern end of Canberra Airport since 2017.

The Umwelt *Canberra Grassland Earless Dragon Monitoring Report December 2025* was provided with the 2024/2025 Annual Compliance Report and is available on the Canberra Airport website via the following link:

<https://www.canberraairport.com.au/corporate/about/development>

In accordance with the AES, a CGED survey is next planned for 2027.

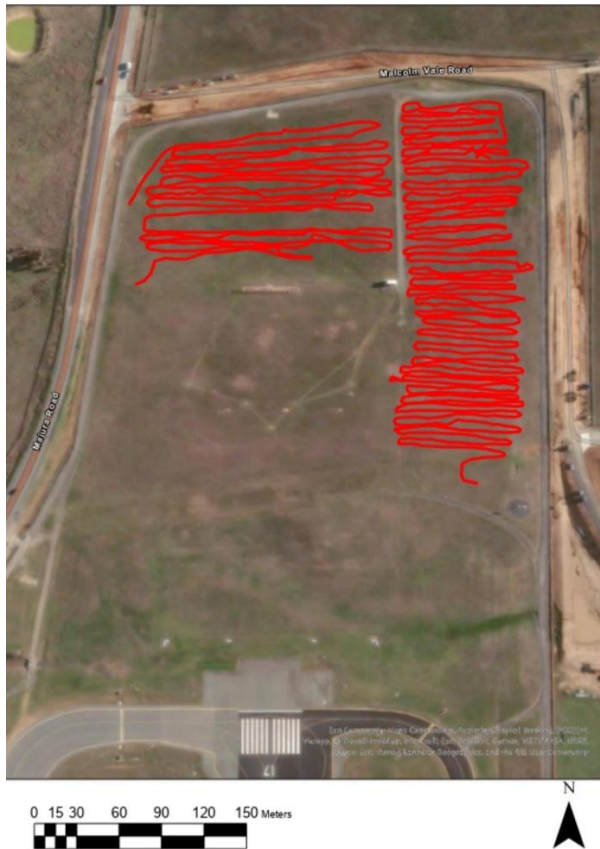
In collaboration with the ACT Government, in April 2026 Canberra Airport permitted an ecologist to access the northern section of the airport where CGED have previously been recorded to undertake endoscope checks. The outcome is that no CGED were detected.

The following brief report was provided by the ecologist to Canberra Airport for the record:

On 24 April 2026, I surveyed the northern end of Canberra Airport, where historic populations of CGED have previously been recorded. I have attached a map showing the survey tracks walked on the day.

During the survey, I walked approximately 8.8 km. Based on a 1m search distance either side of the survey track and accounting for overlapping search areas, the survey covered approximately 1.60 ha.

I detected 16 natural burrows. I did not detect any CGED; however, three wolf spiders and one redback spider were occupying these burrows.



9. Golden Sun Moth (GSM) *Synemon plana* Monitoring at Canberra Airport

In accordance with the Airport Environment Strategy (AES), GSM monitoring surveys are conducted every two years.

The last GSM survey was undertaken by Umwelt on 8, 9, 10 and 15 December 2025, following confirmed emergence at reference monitoring sites within the ACT.

The Umwelt “Golden Sun Moth Surveys 2025 – Prepared for: Canberra Airport Pty Ltd, February 2026” report at Section 4.1 2025 Survey Results states:

The 2025 GSM survey season was considered favourable due to generally dry and warm conditions. Survey weather was compliant with the guidelines with the surveys generally undertaken on clear, warm to hot days and on days that were more than two days since rain. Winds ranged from light to gentle breeze, consistent with the exposed setting of Canberra Airport (Table 4.1).

Across the Project Areas a total of 885 GSM being recorded, with 879 males and six females. Counts varied between areas, with the highest numbers in Area 1 (154), Area 6 (149) and Area 7 (120) (Table 4.1).

The Umwelt “Golden Sun Moth Surveys 2025 – Prepared for: Canberra Airport Pty Ltd, February 2026” report was provided with the 2024/2025 Compliance Report and is available on the Canberra Airport website via the following link:

<https://www.canberraairport.com.au/corporate/about/development>

In accordance with the AES, a GSM survey is next planned for the Summer of 2027.

10. Biodiversity Offset Strategy – Year 6 Tasks and Targets

The Minister approved deferring the date of commencement of the action from 4 June 2019 to commence 4 June 2020. Therefore 2020/2021 is considered to be Year 1 and 2025/2026 Year 6 (refer Section 12 page 39 of this Compliance Report).

The Strategy identifies the following Tasks and Targets for Year 6 (2025/2026):

Task	Description	Target
Seed Collection	Collect, dry and store seed from Master Plan offset property and on-Airport harvesting.	Year 1-6
Further Develop Grassland Experiments	Conduct additional experiments to determine: • Weed control application rates • Seed application rates • Pre- and Post-seeding watering rates • Broad acre seeding methods • Density and timing of spreading hay bearing seed • Translocation methods • Propagating forbs	Year 1-6
Broad acre seeding	Using the outcomes of Grassland experiments, broad acre seeding of areas of vegetation within the Airport lease.	Year 2-6
Replanting forbs	Replanting propagated forbs and forbs located within areas affected by the development in areas of vegetation.	Year 2-6
Maintain revegetation	Maintain revegetation areas through watering, weed control and additional planting/seeding if required.	Year 2-6

Progress of the Tasks listed above have been responded to in Compliance Reports for the Taxiway Bravo Extension Project since 2020. These reports have been uploaded onto the Canberra Airport website and can be accessed via the following link:

<https://www.canberraairport.com.au/corporate/about/development>

Refer to Section 3 Summary of Outcomes for 2025/2026 (page 2), Section 4.12 August 2026 – Resurvey of Grassland Remnants Surrounding Taxiway Bravo (page 21) and subsequent sections of this Compliance Report for progress of the Tasks for 2025/2026, and ***Attachment 2***.

11. Approval by Minister of Revised Biodiversity Offset Strategy – March 2022

A revised February 2022 Taxiway Bravo Biodiversity Offset Strategy (EPBC 2008/4170) (BOS) was submitted to the Department of the Environment and subsequently approved by a delegate of the Minister responsible for the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), on 11 March 2022, as required in Condition 2 of the EPBC 2008/4170 Approval for the construction of Taxiway Bravo and associated works.

A copy of the approved BOS and approval letter were provided with the 2021/2022 Compliance Report.

12. Parlour Grasslands – Canberra Airport Offset Property

Canberra Airport has acquired, and conserves in perpetuity, land at Parlour Grasslands, comprising a conservation area of approximately 47 hectares held under a Trust Agreement. Most of Parlour Grasslands conservation areas are identified as NTG, which exceeds the 17.1 hectares of NTG required under condition 2.a.i of the EPBC-2008/4170 approval. To date, it has not been necessary to activate Parlour Grasslands as an offset property for either of Canberra Airports EPBC Act approvals or indeed any other approval.

Canberra Airport maintains Parlour Grasslands under an approved Plan of Management which has been provided to the Department and is reported under the Canberra Airport 2009 Master Plan Offset Strategy – Infrastructure Upgrade and Construction (EPBC-2009/4748) dated 9 February 2010.

During the 2025-2026 reporting period Canberra Airport engaged expert habitat managers Southern Habitats (NSW) to undertake weed and vegetation management to protect and enhance threatened native grassland communities at Parlour Grasslands.

Commencing in November 2025 and continuing to February 2026 the Southern Habitat Team spend 400 hours to undertake weed and vegetation management to protect and enhance threatened native grassland communities at Parlour Grasslands. Southern Habitats also provided recommendations for a further weed control program to be completed annually. Canberra Airport are in discussions with Southern Habitats to continue weed and vegetation management to protect and enhance threatened native grassland communities at Parlour Grasslands. For full details refer to Attachment 4 Post Activity Report Parlour Grasslands 2025-2026 19 February 2026 prepared by Southern Habitat.

13. Approval by Minister to Extend the Timeframe for Rehabilitation – March 2022

Canberra Airport submitted with the 2020/2021 Annual Compliance Report a letter requesting the Minister to consider deferring the date of commencement of the action from 4 June 2019 to commence 4 June 2020. The request was made on the basis that prevailing conditions for rehabilitation had been unfavourable due to drought. The approval letter dated 11 March 2022 stated:

Regarding your request to extend the timeframe for rehabilitation to 2025:

I have considered the justification and information provided in your letter as well as that available from the Australian Bureau of Meteorology. As the first year of rehabilitation activities (2019) is

well documented as a year of drought for ACT, I, as a Delegate for the Minister for the Environment, have decided to deem the prevailing conditions throughout 2019 to have been unfavourable for rehabilitation activities. In accordance with conditions 2A the outcome required for rehabilitation by condition 2.a.ii may now be achieved within 6 years of commencement of implementation (by 2025).

14. Application to the Minister to Vary Condition 2.A. of EPBC 2008/4170 Approval

As advised in the 2024/2025 Compliance Report, on 30 June 2026 Canberra Airport submitted a letter of “Application to Vary Condition 2.A. of EPBC 2008/4170 Taxiway Bravo Extension Project, Canberra Airport, under Section 143A of the *EPBC Act*” to EPBC Monitoring. The proposal is to extend the timeframe to rehabilitate in accordance with condition 2.A, and the outcome required for rehabilitation by condition 2.a.ii, by a further 5 years (that is by 2031).

On 14 August, Canberra Airport emailed the National Environmental Protection Agency (NEPA) Post Approvals Branch requesting an update on the status of the Application in terms of the NEPA review/assessment process. A response was received on 21 August from a NEPA Regulatory Officer advising that the request has been received and allocated to an assessment offices, however the NEPA are experiencing high demand for services which is resulting in delay to process requests. Canberra Airport will continue to engage with the NEPA on this request.

15. Declaration of Accuracy

In making this declaration, I am aware that sections 490 and 491 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) make it an offence in certain circumstances to knowingly provide false or misleading information or documents. The offence is punishable on conviction by imprisonment or a fine, or both. I declare that all the information and documentation supporting this compliance report is true and correct in every particular. I am authorised to bind the approval holder to this declaration and that I have no knowledge of that authorisation being revoked at the time of making this declaration.

Signed	
Full name (please print)	Andrew Connor
Position (please print)	Planning and Environment Manager
Organisation (please print including ABN/ACN if applicable)	Canberra Airport Pty Ltd ACN 080 361 548
Date	31 August 2026

COMPLIANCE TABLE

EPBC 2008/4170 (as varied 3 June 2019) – Taxiway Bravo Extension Project, Canberra Airport

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
1	The person taking the action must not clear more than 5.7 ha of Natural Temperate Grassland and may only construct the Taxiway Bravo and associated works consistent with Attachment A. A report verifying compliance with this condition must be submitted to the Department within 3 months of completion of construction.	Compliant	Not more than 5.7 hectares of Natural Temperate Grassland (NTG) has been cleared within the construction zone. The Taxiway was constructed consistent with Attachment A. Compliance Report 1 submitted to then Department of Agriculture, Water and the Environment (DAWE) on 16 October 2020, advised at Section 9, page 13 “Not more than 5.7ha of Natural Temperate Grassland (NTG) was cleared within the construction zone”.
2	The person taking the action must submit a Biodiversity Offset Strategy for the Golden Sun Moth, Grassland Earless Dragon and Natural Temperate Grassland to the Minister for approval. The strategy must include: a. A long-term conservation offset for the removal of habitat for the Golden Sun Moth, Grassland Earless Dragon and Natural Temperate Grassland including: i. The acquisition of land containing at least 17.1 hectares of Natural Temperate Grassland and Golden Sun Moth habitat to be conserved in perpetuity; or	Compliant	A revised Taxiway Bravo Biodiversity Offset Strategy was submitted with the 2020/2021 Taxiway Bravo Annual Compliance Report for the Minister’s approval on 31 August 2021. Following consultation with the Post-Approvals section of the then DAWE, a further revised February 2022 BOS was subsequently approved by a delegate of the Minister on 11 March 2022. Refer Section 5, Attachment 5 of 2021/2022 Annual Compliance Report. The total NTG rehabilitated is 11.73 hectares as surveyed in the 2026 Umwelt report.

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
	ii. Measures to rehabilitate at least 17.1 hectares of Vegetation quality 4 and 5 within the Canberra Airport Lease to meet the definition of Natural Temperate Grassland. b. Details of the funding, of at least \$141,301, and in kind support valued at least \$33,000 and outcomes of research for the Grassland Earless Dragon over a period of 3 years. c. Timeframes for the completion of all actions outlined in the Strategy, including the acquisition of land or rehabilitation of land to be used as the offset. The person taking the action must not commence construction unless the Minister has approved the Biodiversity Offset Strategy in writing. The approved Biodiversity Offset Strategy must be implemented. Note: The management of rehabilitation and any offset must be conducted in conjunction with any other approvals affecting Natural Temperate Grassland in the Canberra Airport site.		Otherwise, Canberra Airport refers to our correspondence of 31 July 2026 to NEPA and of 30 June 2026 to EPBC Monitoring concerning Canberra Airport's compliance with this Condition 2.
2A	If the person taking the action commences implementation of option 2.a.ii. above but is not able to achieve the required outcome within 5 years of commencing implementation (or a longer period if the Minister deems the prevailing conditions for rehabilitation to have been unfavourable) then option 2.a.i. must be implemented.	Compliant	Refer Section 13 Application to Minister to Vary Condition 2.A. of EPBC 2008/4170 Approval (page 39 of the 2025/2026 Annual Compliance Report) as well as our correspondence of 31 July 2026 to NEPA and of 30 June 2026 to EPBC Monitoring.

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
3	The person taking the action must develop and submit a Construction Environment Management Plan (CEMP) to the Minister for approval prior to construction. The plan must include but is not be limited to: ○ measures to reduce indirect construction impacts on Natural Temperate Grassland; ○ measure to reduce impacts on listed threatened species; and ○ management of Natural Temperate Grassland adjacent to Taxiway Bravo to improve the quality of the grassland. The approved plan must be implemented.	Compliant	The Taxiway Bravo Extension Project commenced on 4/6/2019 with practical completion on 5/8/2020.
3A	Within 6 months following completion of construction, the person taking the action must revise the Biodiversity Offsets Strategy to identify the impacted natural temperate grassland area that is available for rehabilitation, and specify a program to rehabilitate the land to natural temperate grassland. The revised Biodiversity Offset Strategy must be submitted to the Minister for approval. The approved plan must be implemented.	Compliant	The revised Biodiversity Offset Strategy was submitted on 31 August 2021 and a further revised BOS dated February 2022 was approved by a delegate of the Minister on 11 March 2022. Refer Attachment 5 of 2021/2022 Annual Compliance Report.
4	If the Minister believes that it is necessary or desirable for the better protection of the environment, the Minister may request that the person taking the action make specified revisions to a plan or measure for the	Compliant	-

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
	Minister's approval. The person taking the action must comply with any such request. If the Minister approves a revised plan or measure pursuant to this condition, the person taking the action must implement the plan or measure instead of the plan or measure as originally approved.		
5	Revision of action management plans The person taking the action may, at any time, apply to the Minister for a variation to an action management plan or measure approved by the Minister under conditions 2 and 3, or as subsequently revised in accordance with these conditions, by submitting an application in accordance with the requirements of section 143A of the EPBC Act. If the Minister approves a revised action management plan or measure (RAMP) the, from the date specified, the approval holder must implement the RAMP in place of the previous action management plan or measure.	Activated	As advised in the 2024/2025 Compliance Report, on 30 June 2026 Canberra Airport submitted a letter of "Application to Vary Condition 2.A. of EPBC 2008/4170 Taxiway Bravo Extension Project, Canberra Airport, under Section 143A of the <i>EPBC Act</i>" to EPBC Monitoring. Refer Section 13 Application to Minister to Vary Condition 2.A of EPBC 2008/41790 Approval (page 39 of the 2025/2026 Annual Compliance Report). If the Minister agrees to the relevant variation then a revision of the BOS for submission and approval will be required.
5A	The person taking the action may choose to revise an action management plan or measure approved by the Minister under condition 3, or as subsequently revised in accordance with these conditions, without submitting it for approval under section 143A of the EPBC Act, if the taking of the action in accordance with the RAMP would not be likely to have a new or increased impact.	Not activated at this time	-

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
5B	If the person taking the action makes the choice under condition 5A to revise an action management plan or measure without submitting it for approval, the person taking the action must: a. notify the Department in writing that the approved action management plan or measure has been revised and provide the Department with: i. an electronic copy of the RAMP. ii. an electronic copy of the RAMP marked up with track changes to show the differences between the approved action management plan or measure and the RAMP. iii. an explanation of the differences between the approved action management plan or measure and the RAMP. iv. the reasons the person taking the action considers that taking the action in accordance with the RAMP would not be likely to have a new or increased impact, and v. written notice of the date on which the person taking the action will implement the RAMP (RAMP implementation date), being at least 20 business days after the date of providing notice of the revision of the action management plan,	Not activated at this time	-

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
	or a date agreed to in writing with the Department. b. subject to condition 5D, implement the RAMP from the RAMP implementation date.		
5C	The person taking the action may revoke the choice to implement the RAMP under condition 5A at any time by giving written notice to the Department. If the person taking the action revokes the choice under condition 5A, the person taking the action must implement the action management plan or measure in effect immediately previous to that being revoked.	Not activated at this time	-
5D	If the Minister gives a notice to the person taking the action that the Minister is satisfied that the taking of the action in accordance with the RAMP would be likely to have a new or increased impact, then: a. condition 5A does not apply, or ceases to apply, in relation to the RAMP; and b. the person taking the action must implement the action management plan or measure specified by the Minister in the notice.	Not activated at this time	-
5E	At the time of giving the notice under condition 5D, the Minister may also notify that for a specified period of time, condition 5A does not apply for one or more specified action management plans or measures.	Not activated at this time	-

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
	Note: Conditions 5A, 5B, 5C and 5D are not intended to limit the operation of section 143A of the EPBC Act which allows the person taking the action to submit a revised action management plan or measure, at any time, to the Minister for approval.		
6	If the commencement of the action does not occur within 15 years from the date of this approval, then the person taking the action must not commence the action without the prior written agreement of the Minister .	Compliant	The Taxiway Bravo Extension Project commenced on 4/6/2019 with practical completion on 5/8/2020.
7	Compliance records The person taking the action must maintain accurate and complete compliance records.	Compliant	-
8	If the Department makes a request in writing, the person taking the action must provide electronic copies of compliance records to the Department within the timeframe specified in the request. Note: Compliance records may be subject to audit by the Department or an independent auditor in accordance with section 458 of the EPBC Act, and or used to verify compliance with the conditions. Summaries of the result of an audit may be published on the Department's website or through the general media.	Noted	Noted
9	Preparation and publication of plans The person taking the action must:	Compliant	-

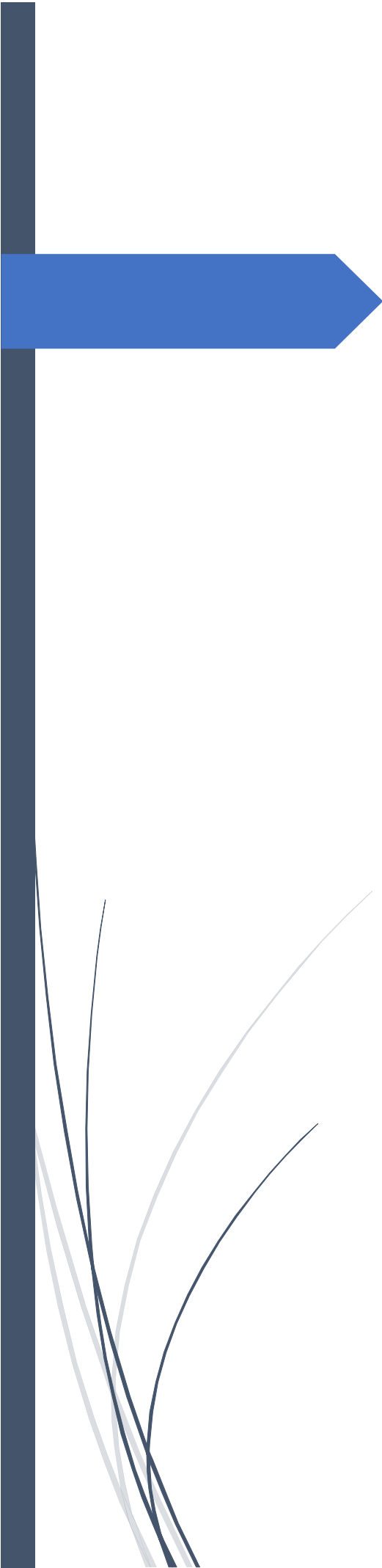
Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
	a. submit plans electronically to the Department for approval by the Minister; b. publish each plan on the website within 20 business days of the date the plan is approved by the Minister or of the date a revised action management plan is submitted to the Minister, unless otherwise agreed to in writing by the Minister. c. keep plans published on the website until the end date of this approval, unless otherwise agreed to in writing by the Minister.		
10	The person taking the action must ensure that any monitoring data (including sensitive ecological data), surveys, maps, and other spatial and metadata required under conditions of the approval, is prepared in accordance with the Department's Guidelines for biological survey and mapped data (2018) and submitted electronically to the Department.	Compliant	Noted
11	Annual compliance reporting The person taking the action must prepare a compliance report for each 12 month period following the date of commencement of the action, or as otherwise agreed to in writing by the Minister. The person taking the action must:	Compliant	Canberra Airport is compliant with this condition by submitting the 2025/2026 Annual Compliance Report to the National Environmental Protection Agency Post Approvals Branch on 28 August 2026.

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
	a. publish each compliance report on the website within 60 business days following the relevant 12 month period; b. notify the Department by email that a compliance report has been published on the website within five business days of the date of publication; c. keep all compliance reports publicly available on the website until this approval expires, unless otherwise agreed to in writing by the Minister. d. exclude or redact sensitive ecological data from compliance reports published on the website; and e. where any sensitive ecological data has been excluded from the version published, submit the full compliance report to the Department within 5 business days of publication. Note: Compliance reports may be published on the Department's website. The first compliance report may report a period less than 12 months so that it and subsequent compliance reports align with the similar requirement under state approval.		
12	Reporting non-compliance The person taking the action must notify the Department in writing of any: incident; non-compliance with the conditions; or non-compliance with the commitments made in plans. The notification must be given as soon	Compliant	Notwithstanding, Canberra Airports compliance with condition 2.a.1 Canberra Airport informed the Minister that the outcome required for rehabilitation in condition 2.a.ii may not have been achieved when it sought an extension of time to satisfy the condition on 30 June 2026.

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
	as practicable, and no later than two business days after becoming aware of the incident or non-compliance. The notification must specify: a. the condition which is or may be in breach; and b. a short description of the incident and/or non-compliance.		This was done within 2 business days of receipt of the Umwelt report.
13	The person taking the action must provide to the Department the details of any incident or non-compliance with the conditions or commitments made in plans as soon as practicable and no later than 10 business days, unless otherwise agreed to in writing by the Minister, after becoming aware of the incident or non-compliance, specifying: a. any corrective action or investigation which the person taking the action has already taken or intends to take in the immediate future; b. the potential impacts or the incident or non-compliance; and c. the method and timing of any remedial action that will be undertaken by the person taking the action.	Compliant	Please see response above.
14	Management Plans All management plans required under this approval should be prepared in line with the	Compliant	All management plans required under this Approval have been prepared in line with the Department's Guidelines.

Condition Number	Condition	Is the project compliant with this Condition?	Evidence / Comments
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	Department's Environmental Management Plan Guidelines.		
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Canberra Airport: Resurvey of grassland remnants surrounding Taxiway B extension, 2026

With notes on grassland
rehabilitation

Alison Rowell

BIOLOGIST AND ENVIRONMENTAL CONSULTANT
PO BOX 777 DICKSON ACT 2602
AUGUST 2026

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Canberra Airport

Resurvey of grassland remnants surrounding Taxiway B extension, 2026, with notes on grassland rehabilitation

1. Background to project

In 2019-20, the Taxiway B northern extension was constructed through an area that contained patches of the critically endangered Natural Temperate Grasslands of the South-eastern Highlands community (NTG) (TSSC 2016).

Some of this grassland contained habitat for the Golden Sun Moth *Synemon plana* (listed as Vulnerable under the EPBC Act 1999), and one Canberra Grassland Earless Dragon *Tympanocryptis lineata* (listed as Critically Endangered) was relocated to known habitat from the northernmost part of the works area prior to construction.

After construction, soil from the site was used to shape the cut-and-filled areas on the taxiway shoulders with the aim of retaining some native plant propagules on site. The unvegetated areas were then oversown with an exotic mix which contained a mixture of Prosper Fescue (a cultivar of Tall Fescue *Festuca arundinacea*), Couch Grass *Cynodon dactylon* and a Clover species. Suitable native grass seed was not available in sufficient quantity at the time and rapid grass establishment was required to stabilise soil on the verges and protect it from jet blast when the taxiway came into operation.

The grasslands were inspected in 2021 and the remaining NTG patches were mapped in late July 2022 (Rowell 2022). The boundaries and quality of these patches were checked in July 2023 (Rowell 2023), October 2024 (Rowell 2024), August 2025 (Rowell 2025) and in July/August 2026 (current report).

In February 2026, a strip of exotic-dominated mostly sparse grassland on the eastern verge of Taxiway and an adjacent area was reseeded with native seed by Greening Australia (Figure 1). This area was identified in 2025 as suitable for rehabilitation and was inspected in August 2026. Approximately 0.2 hectares was planted following weed spraying some weeks previously. Seeding was into dry soil but 76 mm of rain was recorded in the following 30 days (Nicki Taws, Greening Australia pers. comm).

Grasses used were *Bothriochloa macra*, *Chloris truncata* and *Themeda triandra*, with a smaller proportion of the forbs *Vittadinia muelleri* and *V. cuneata*, and very small amounts of *Chrysocephalum apiculatum*, *Rhodanthe anthemoides* and *Convolvulus angustissimus*.



Figure 1. Strips of mostly sparse grassland reseeded by Greening Australia, Feb 2026.

2. Methods

2.1 Grassland surrounding Taxiway B extension

Grassland areas each side of the Taxiway B extension, including replanted verges, were inspected on 29/30 July and 11 August 2026.

The boundaries and condition of grassland patches were assessed against the Conservation Advice criteria for the critically endangered Natural Temperate Grasslands of the South-eastern Highlands community (NTG) (TSSC 2016), using the more generous criteria for grasslands surveyed outside ideal sampling times (which is spring-early summer) due to the winter survey period and little growth since the last mowing, which impeded plant identification in some areas. Grasses had not yet begun flowering and were identified on vegetative characters and seed heads remaining from the previous season. Many forb species (non-grass generally broad-leaved plants) were at the seedling or rosette stage and were identified from leaf characters.

The strips that were reseeded in February 2026 were inspected on 11 August with each 20 metre segment categorised as exotic-dominated or native-dominated, and assessed against NTG criteria.

Invertebrate burrows of the type constructed by the Canberra Raspy Cricket *Cooraboorama canberrae* were noted when seen, inspected with a fibrescope with the depth and any occupant noted. This large wingless cricket is currently proposed for listing as a threatened species, as its habitat is NTG and its burrows are an important habitat feature for the critically endangered Canberra Grassland Earless Dragon, which has been recorded further north on the Airport.

The requirements in the Conservation Advice include:

For EPBC Act referral, assessment and compliance purposes, the national ecological community is limited to patches that meet the following key diagnostic characteristics and condition thresholds:

- Assessments of a patch should initially be centred on the area of highest native floristic diversity (also see 1.5.3, Additional Considerations)
- The minimum patch size for consideration as part of the listed ecological community is 0.1 ha (e.g. 50 m x 20 m).

The assessment criteria include:

Percentage cover of native vascular plants (including annual and perennial species) in the patch is greater than the percentage cover of perennial exotic species

AND

In sampling plot of 0.04 ha (e.g. 20m x 20m):

At least 4 non-grass native species are present

OR

At least 1 **indicator species** is present

The criteria further note that ‘Non-grass species include forbs/herbs, lilies, orchids, rushes and shrubs. It does not include....sedges’ and ‘**Indicator species** are native plant species that are useful surrogates for conservation value of a patch, and are typically disturbance sensitive species.’ (Indicator list at DCCEEW [Indicator species list v1.0 - for the Natural Temperate Grassland of the South Eastern Highlands ecological community](#)).

Other relevant considerations in the Conservation Advice are:

1.5.3 Additional Considerations

The following information should also be taken into consideration when applying the key diagnostic characteristics and condition thresholds (to assess a site that may include the ecological community and determine the potential impacts on a patch):

- A patch is defined as a discrete and continuous or semi-continuous area of the ecological community. Patches can be spatially variable and are often characterised by one or more areas within a patch that meet the condition threshold criteria that are surrounded by areas of lower quality. Therefore a patch may include small-scale disturbances, such as tracks or breaks (including exposed soil, leaf and other plant litter, cryptogams) or small-scale variations in vegetation that do not significantly alter its overall functionality (i.e. processes such as the movement of wildlife and pollinators, the dispersal of plant propagules, activities of seed and plant predators etc.). In this case, areas of a patch that are exotic dominated, or otherwise do not meet the minimum condition thresholds, are included within the patch as a whole, but should not be included in sampling plots (e.g. this may apply to drainage lines that often contain more weeds than surrounding areas of a patch).

Some of the remaining patches of native grassland surrounding Taxiway B meet the above description, with small breaks and areas within the NTG patches that contain weeds, bare ground or road base. This also means that some patches that are less than the minimum area (1,000 m²) are included due to their proximity to other NTG patches. These have been mapped in detail to indicate potential for rejoining separated patches with weed control and/or replanting of native species.

3. Results

3.1 Natural Temperate Grassland (NTG) surrounding Taxiway B extension

In 2026 the previously identified patches of NTG were revisited, and the areas around them were also inspected. The larger native-dominated patches mapped as NTG included at least one area of about 400 square metres that reached the non-grass and indicator species composition criteria (for grasslands surveyed outside ideal sampling times) for the critically endangered NTG community. Some easterly extensions of NTG patches were estimated while standing at the gable markers, as access to the movement area is restricted. (Figures 2 and 3).

In 2023, survey showed that the boundaries and composition of the NTG patches identified in 2021/2022 had remained approximately the same (Rowell 2022, 2023). In 2023 the total area of the NTG patches was 2.6 ha, in 2024 it was 2.46 ha, in 2025 it was 2.7 ha and in 2026 it was 2.36 ha. As seen previously, the shape of some NTG patches had changed between years, and the changes seen in 2026 included minor losses and some smaller gains. The native species recorded are shown in Table 1. There were more native forb species and indicator species recorded in 2026., Some of the variation across years may be due to the different seasons of the surveys (Table 2), with many species being more or less detectable in different months (Photographs 1 and 2).

A 0.25 ha patch of grassland first mapped in 2025 as native-dominated (with the less common Wallaby Grass *Rytidosperma fulvum*) but not reaching the threshold for NTG was revisited, and nearly half was found to now qualify as NTG due to an increase in forb cover, while needing ongoing weed control (shown as East/A1 in Figure 2).

The verge immediately adjacent to the taxiway is mown more closely and frequently than the rest of the Airport grasslands for operational reasons, such as ensuring visibility of lights and signs and assisting the operation of incursion alerts. Some strips beside the taxiway contain a high proportion of bare ground, with compacted clay soil. The harsh environmental conditions and close mowing have not favoured the initial plantings of Fescue, Clover and Couch, which have been partially replaced by weedy grasses and forbs but also by the native Redleg Grass *Bothriochloa macra* in places. This effect was also seen on the edges of some drains. In 2025 occasional occurrences were noted of some small native forbs (Scrambled Eggs, Variable Plantain, New Holland Daisy, see Table 1), which may be due to the re-use of site soil containing native species. This area was recommended for rehabilitation, and after reseeding with native species in February 2026 about half of this area was assessed as being native-dominated with potential to become NTG with further weed control and further seeding with suitable species (Figure 2).

The seed mix used had been chosen for revegetation of the verge of the Northern Road north of the Airport boundary, and some species were not suitable for use on the Taxiway verge due to soil type, frequency/height of mowing and attractiveness to Galahs. None of the problematic species appeared to have established by August, but three suitable species which were planted were present (Redleg Grass, Windmill Grass, New Holland Daisy). These species were also present before the reseeding but are likely to have increased in frequency after the planting. Those areas shown as still exotic-dominated were probably on deeper soil and would need more intensive rehabilitation.

Part of the nearby bare drain verge which was reseeded (Figure 1) was mapped as new NTG in August 2026 (East/C1 in Figure 2). This strip was adjacent to an area recorded as NTG in 2025 which had dropped below the NTG threshold in 2026, and there is potential for restoration to join the old and new NTG patches.

3.2 Weed issues

Non-woody weeds on the Airport have recently been mapped by Southern Habitat so these were not remapped as part of the project.

There were minor gains of NTG following previous weed control, but more areas had been lost to recent weed incursions, with the main problem species being Serrated Tussock *Nassella trichotoma*, Chilean Needlegrass *Nassella neesiana* and African Lovegrass *Eragrostis curvula*. African Lovegrass has become more common on the Airport in recent years, replacing both native and exotic grasses on drier soils. This species can spread and dominate faster than the other weedy grasses so its control should be a priority.

There was evidence of successful control of Serrated Tussock where it had been invading native patches, but the treated areas had mostly not regenerated with native species and require follow-up rehabilitation. Some of the treated patches were covered in dense dead thatch that would suppress native species, and in some areas native forbs were recovering but native grasses were not, which may reflect the chemicals used or the timing of spraying (Photographs 3, 4).

There had also been treatment of some patches of African Lovegrass but dense incursions of Chilean Needlegrass into NTG patches remain largely untreated.

Two thorny woody weeds have persisted and spread under mowing in the grassland areas. About a dozen patches of Gorse *Ulex europaeus* remain west of Taxiway B and there was a single occurrence of Firethorn *Pyracantha* (Photographs 5, 6, Figure 4). These plants are often large shrubs but can also survive, seed and spread under low mowing. In 2025 it was noted that the Gorse had recovered after spraying with herbicide, and there were even more plants in 2026.

3.3 Invertebrate burrows

At least 12 invertebrate burrows deep enough to shelter a Canberra Grassland Earless Dragon were found and inspected. Most were old unoccupied burrows typical of the Canberra Raspy Cricket, being circular and vertical with remnants of a clay and silk cap (Photograph 1). Two burrows contained Canberra Raspy Crickets and one a Wolf Spider. It is common for such burrows to be unoccupied in winter as many of the crickets and spiders die in autumn.



Photograph 1. Burrow containing Canberra Raspy Cricket in NTG patch East/D, cap at left.

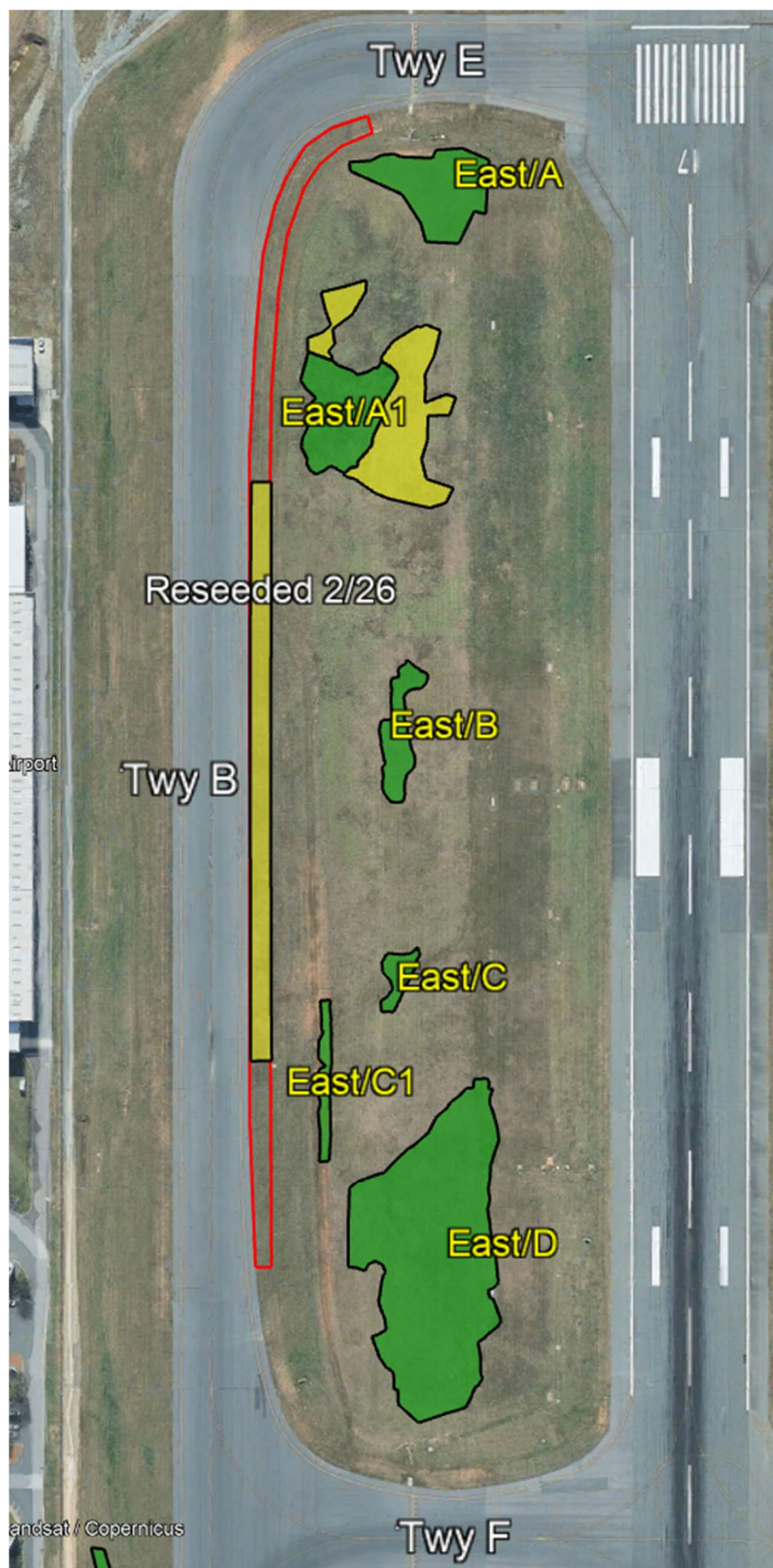


Figure 2. Grassland in the northern taxiway island, 2026.

Green = NTG

Red outline = Extent of Feb 2026 reseeding

Yellow = Native-dominated but not NTG, suitable for further rehabilitation

Resurvey of grassland remnants surrounding new Taxiway B, A Rowell 2026.

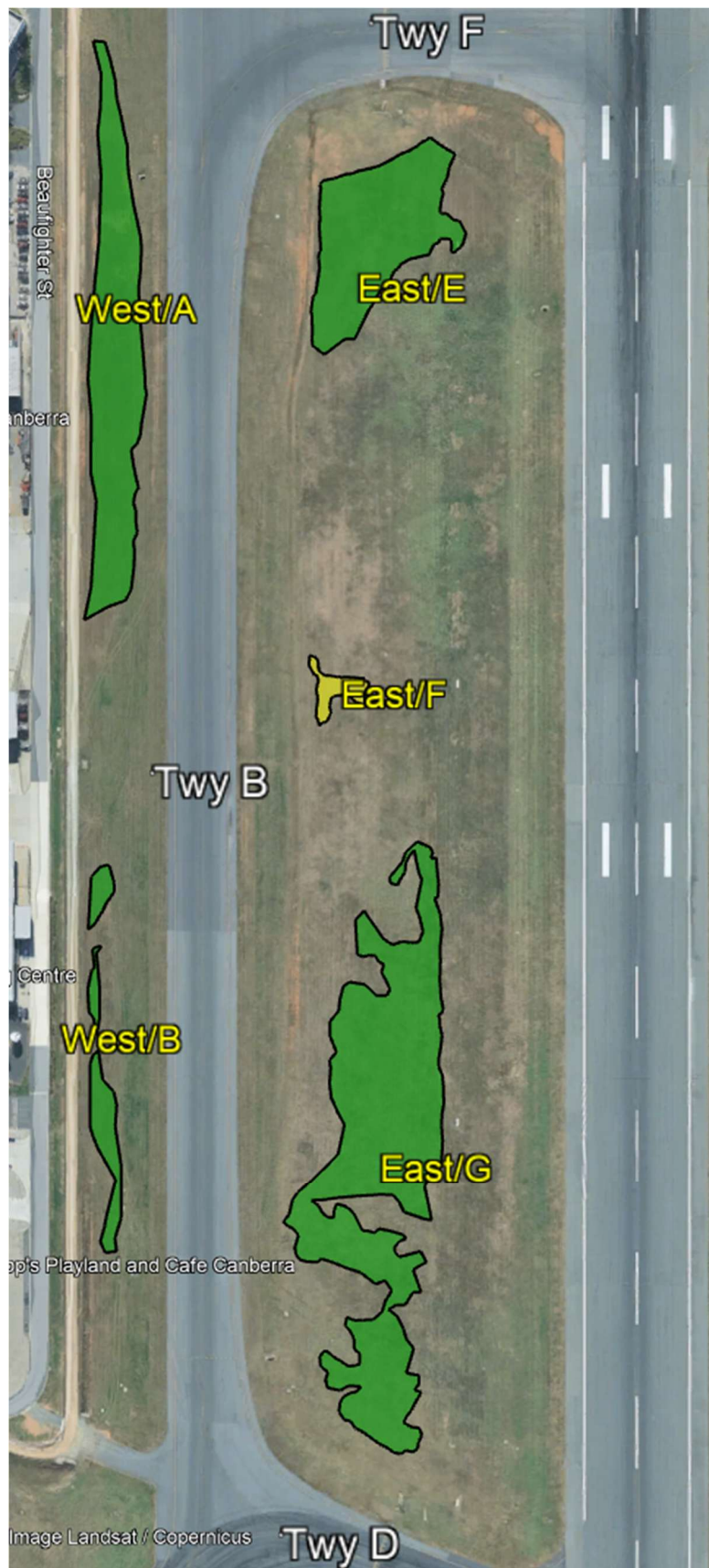


Figure 3. Grassland around the southern part of Taxiway B extension, 2026.

Green = NTG

Yellow = Native-dominated but not NTG, suitable for rehabilitation

Resurvey of grassland remnants surrounding new Taxiway B, A Rowell 2026.



Figure 4. Other observations around Taxiway B extension, 2026.

Red = Invertebrate burrows

Blue = Patch of Gorse

Purple = Firethorn

Resurvey of grassland remnants surrounding new Taxiway B, A Rowell 2026.

Table 1. Native species observed in Natural Temperate Grassland patches and taxiway verge, July/August 2026.

(Species in bold type are indicator (=significant/sensitive) species)

NATIVE GRASSES	COMMON NAME	FREQUENCY IN NTG PATCHES
<i>Austrostipa bigeniculata</i>	Tall Speargrass	Common
<i>Austrostipa scabra</i>	Rough Speargrass	Occasional
<i>Bothriochloa macra</i>	Redleg Grass	Very common
<i>Chloris truncata</i>	Windmill Grass	Occasional
<i>Enneapogon nigricans</i>	Nine-awn Grass	Occasional
<i>Eragrostis ?brownii</i>	Brown's Lovegrass	Occasional
<i>Panicum effusum</i>	Hairy Panic Grass	Occasional
<i>Rytidosperma</i> species	Wallaby Grasses	Common
<i>Rytidosperma fulvum</i>	A Wallaby Grass	Occasional, patchy
<i>Rytidosperma laeve</i>	Smooth Wallaby Grass	Occasional
<i>Themeda triandra</i>	Kangaroo Grass	Occasional, patchy
NON-GRASS SPECIES		
<i>Asperula conferta</i>	Common Woodruff	Common
<i>Carex inversa</i>	A sedge	Common
<i>Cheilanthes sieberi</i>	Rock Fern	Rare
<i>Chrysocephalum apiculatum</i>	Yellow Buttons	Very common
<i>Convolvulus angustissimus</i>	A Bindweed	Rare
<i>Crassula sieberiana</i>	Australian Stonecrop	Occasional
<i>Dichondra repens</i>	Kidney Weed	Rare
<i>Erodium crinitum</i>	Blue Crowfoot	Occasional
<i>Eryngium ovium</i>	Blue Devil	Occasional
<i>Geranium retrorsum</i>	A native Geranium	Occasional
<i>Gonocarpus tetragynus</i>	Common Raspwort	Rare
<i>Goodenia pinnatifida</i>	Scrambled Eggs	Common
<i>Leptorhynchos squamatus</i>	Scaly Buttons	Common
<i>Lomandra bracteata</i>	A Matrush	Rare
<i>Microtis</i> sp.	A Leek Orchid	Rare
<i>Oxalis perennans</i>	Soursob	Occasional
<i>Plantago varia</i>	Variable Plantain	Very common
<i>Rumex brownii</i>	Swamp Dock	Occasional
<i>Schoenus apogon</i>	Common Bog-rush	Common
<i>Vittadinia muelleri</i>	New Holland Daisy	Common
<i>Wahlenbergia</i> species	A native Bluebell	Occasional

Table 2. Native species in NTG around Taxiway B, 2023 to 2026.

Plant type	Number in July 2023	Number in October 2024	Number in August 2025	Number in July/August 2026
Native grass species	8	7	12	11
Native non-grass species (excluding sedges)	10	20	13	20
*Native sedges	1	1	1	1
TOTAL	19	28	26	32
Indicator species	4	7	6	8

* Native sedges are non-grasses but not counted with forbs for NTG assessment

4. Recommendations

Management of the taxiway grasslands should aim to protect existing NTG patches from weed invasion, to rehabilitate weedy areas adjacent to and between NTG patches and to link patches to increase overall NTG cover.

This will require a weed management plan identifying the weeds of major concern, mapping their distribution, and specifying methods, timing and appropriate chemicals to achieve their control. Detailed records should be kept to measure baselines for grassland condition and to monitor the success of weed control.

Appropriate seed bed preparation such as selective or spot spraying of weeds and torching or raking of thatch should be incorporated in planning. Some herbicides will have a residual effect on the subsequent establishment of native plants so these effects should be researched in advance and the after-effects of weed-spraying trials should be recorded and used to inform future control efforts.

Revegetation should aim to reinstate the type of NTG that already occurs on the Airport, to avoid importing plants that are not local to the site and to best create habitat suitable for the threatened fauna species that occur on the Airport. Lists are available of the species which occur on site.

Planned revegetation projects should preferably use native seed which has been collected and stored at the Airport or grown in the seed nursery that has been established on-Airport (Gurnett-Attard 2024, Photograph 8). Individual plants from the nursery can also be planted, especially those that are difficult to grow from seed or can be grown by division. Species lists should be prepared of plants suitable for particular areas, such as those with poor drainage or subject to inundation, and appropriate species should be used in areas of close mowing on taxiway and runway verges.

Many different species of Wallaby grasses *Rytidosperma* occur at the Airport, and seeds of these are in storage and plants are in the nursery. It is important to incorporate these cool season grasses in revegetation as they are the main food species for the larvae of the threatened Golden Sun Moth. Some Wallaby grasses are very short and suitable for verges, others thrive in damp areas, and most are compatible with management by slashing to low or moderate heights.

Kangaroo Grass was not a suitable species for the taxiway verges but could be used on the edge of the perimeter road as it does well with additional run-off and can suppress weed growth once established.

A number of relevant recommendations were made in the previous report (Rowell 2025) for weed control and grassland rehabilitation, and successes in previous years using the selective herbicide Fluproponate to control Chilean Needlegrass should be built upon. When exotic patches have died after spraying, native species such as grasses and/or some fast-growing forbs could be planted to compete for space and nutrients with exotic species that may have seeds in the soil. Some herbicides will have a residual effect on the subsequent establishment of native plants, so these effects should be researched in advance and the after-effects of weed-spraying trials should be recorded and used to inform future control efforts. This FAQ sheet [TASKFORCE® Herbicide](#) contains useful information on the use of Fluproponate and Glyphosate against various weeds under Australian conditions, with an emphasis on grasslands.

The woody weeds observed should be removed by chipping out of whole plants, with any cut stems painted or sprayed with concentrated Glyphosate to prevent regrowth and the bare patches reseeded with native grasses and forbs.



Photograph 2. Native grass and forb species in NTG patch East/G, 11 August 2026.



Photograph 3. Redleg Grass *Bothriochloa macra* on reseeded native-dominated verge of Taxiway B. August 2026.



Photograph 4. Patch of Serrated Tussock killed by herbicide, western edge of NTG patch East/D. July 2026.



Photograph 5. Patches of native forbs but no native grasses after spraying of Serrated Tussock, north-west of NTG patch East/C. July 2026.



Photograph 6. Firethorn spreading under mowing, near grassland patch East/F. August 2026.



Photograph 7. Gorse (yellow flowers) spreading west of Taxiway B, in NTG patch West/B. August 2026.



Photograph 8. Native grasses and forbs in flower in one of the propagation beds at the Airport seed nursery, February 2026.

5. References

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- Rowell, A. 2022. *Canberra Airport - Resurvey of grassland remnants surrounding new Taxiway B, 2021-22*. Report to Capital Airport Group.
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- [TASKFORCE® Herbicide](#) . FAQ sheet on herbicide use.
- TSSC 2016. *Approved Conservation Advice for the Natural Temperate Grassland of the South Eastern Highlands by the Threatened Species Scientific Committee under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. Department of the Environment.

REPORT

BOOM SPRAY (CANBERRA AIRPORT)

Southern End

July – August 2026

WORK UNDERTAKEN

Southern Habitat (NSW) has been engaged by Canberra Airport to undertake boom spraying airside on the southern end of the site using a selective herbicide (Flupropanate) to target the following weed species;

- Serrated tussock (*Nassella trichotoma*) – C3 grass
- African lovegrass (*Eragrostis curvula*) – C4 grass
- Chilean needle grass (*Nassella neesiana*) – C3 grass
- Paspalum (*Paspalum dilatatum*) – C4 grass
- Phalaris (*Phalaris aquatica*) – C3 grass
- Tall fescue (*Schedonorus arundinaceus*) – C3 grass

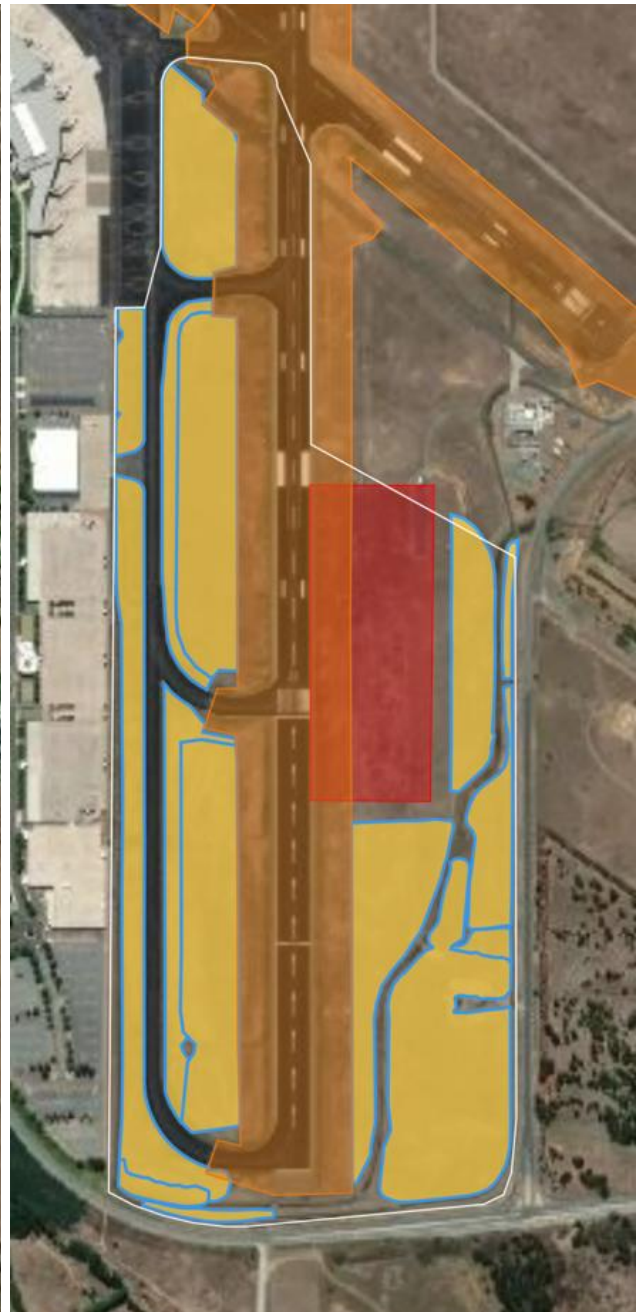
Southern Habitat (NSW) has completed boom spraying of the accessible areas within the site;

Date	Hectares Treated
27/07/2026	5.35
30/07/2026	0.22
30/07/2026	1.17
30/07/2026	0.23
30/07/2026	1.86
30/07/2026	2.92
30/07/2026	0.22
30/07/2026	0.32
31/07/2026	3.39
31/07/2026	0.69
31/07/2026	1.42
03/08/2026	3.79
03/08/2026	1.01
06/08/2026	3.67
06/08/2026	2.31
TOTAL Ha	28.57

A New Holland Tractor TD5-110 was used with a 6 metre wide boom/400 Litre tank. The work was undertaken to ensure the weather conditions were ideal and within the Delta T limitations. Restrictions to herbicide treatment using the boom spray in the area include 'no go areas', side slope, wet areas and distance from the runway.



Canberra Airport Overview – Boom Spraying southern end - Airside



Canberra Airport – Boom Spraying southern end - Airside



FUTURE RECOMMENDATIONS

Southern Habitat will monitor the impact of this herbicide application. Flupropanate is a selective, slow acting herbicide and rainfall after application is important for moving the herbicide into the soil and making it available for uptake. The area boom sprayed has received over 30mm of rainfall since the work was completed which is ideal moving into spring where the plants will take up the herbicide. Flupropanate also remains active in the soil for an extended period, allowing continued uptake by target grasses.

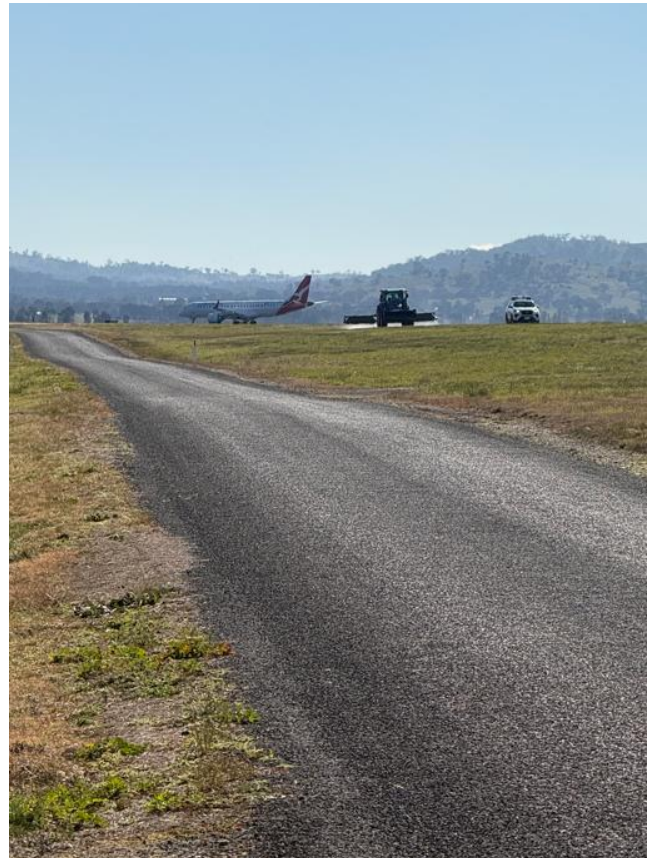
The areas that could not be reached by the boom spray may require spot spray follow up work. It is recommended that boom spraying is undertaken in the 'no go' restricted area if it becomes available.



Tractor / Boom set up – Day 1 – 27/07/2026



Tractor / Boom spraying – Day 2 – 30/07/2026



Tractor / Boom spraying – Day 3 – 31/07/2026



Tractor / Boom spraying – Day 3 – 31/07/2026



Tractor / Boom spraying – Day 2 – 30/07/2026



Filling tractor / boom spray from water cart – 03/08/2026

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POST ACTIVITY REPORT



Parlour Grasslands

2025-2026

19 February 2026



Author: Alison Harmer
Project Manager - Canberra
Southern Habitat (NSW) Pty Ltd
M: 0459 407 241
E: alison@southernhabitat.com.au

For: Andrew Newton
Airside Grounds Team Leader
Canberra Airport
M: 0437 021 544
E: A.Newton@canberraairport.com.au

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1. INTRODUCTION

The Southern Habitat team was engaged to undertake weed and vegetation management to protect and enhance threatened native grassland communities at [Parlour Grasslands](#) near Braidwood, NSW (approximately 50 ha/120 ac).

- Work was undertaken to meet obligations under the [NSW BIOSECURITY ACT 2015](#).
- The site is being managed as a grassland which in NSW is a threatened ecological community.
- Control methods chosen would result in the best environmental outcomes for management as a grassland ie. minimal impact on the diverse native flora and fauna found across the site and to enhance and have minimal impact on grassland flora communities.
- The team was engaged for 400 hours and the work commenced in November 2025.

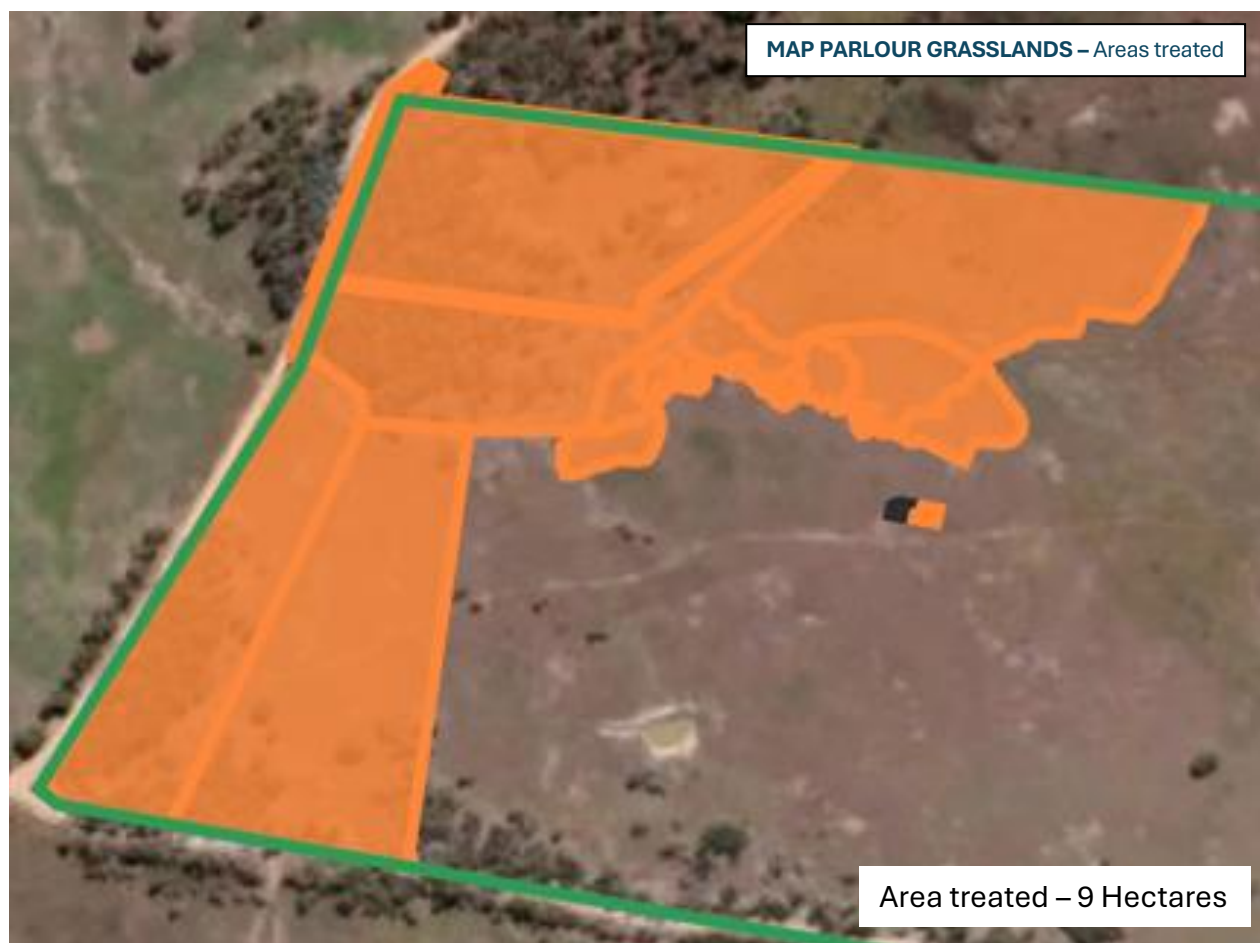
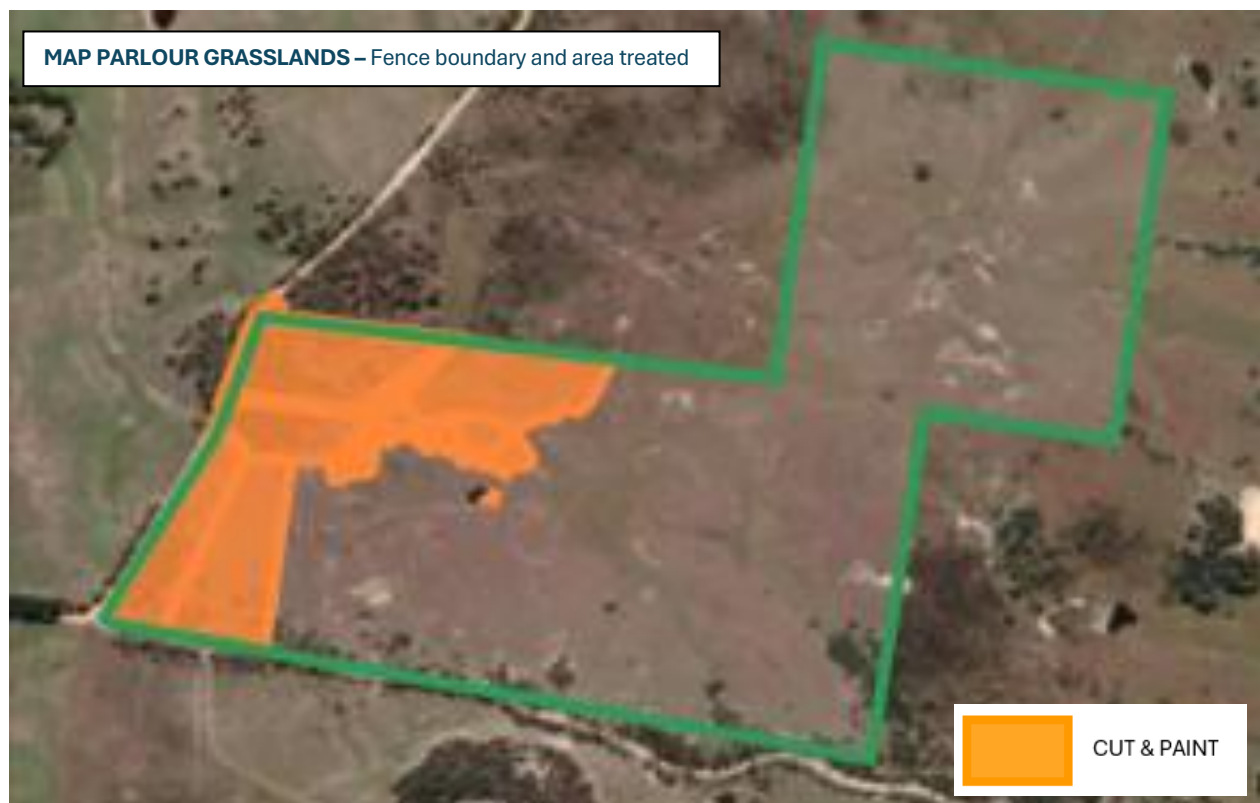
2. WEED MANAGEMENT PRIORITIES

The team commenced work at the entrance on the junction of Jerrabettgulla and Harts Roads, working north and east.

Our focus was to control.

- ***Rubus fruticosus* (Blackberry)**
This invasive weed species was abundant, but infestations are still mostly small and controllable.
- ***Rosa rubiginosa* (Sweet Briar)**
Mostly small plants were found scattered throughout the area covered. Larger plants were found close to the fence line along Jerrabettgulla and Harts Roads.
- ***Crataegus monogyna* (Hawthorn) & *Pyracantha spp.* (Fire Thorn).**
These species were found along Jerrabettulla Road and was beginning to establish in the creek area.
- ***Onopordum acanthium* (Scotch thistle) & *Carduus pycnocephalus* (slender thistle)**
These species were scattered throughout the site.
- ***Conyza species* (Fleabane)**
This species was scattered throughout the site.
- ***Kunzea parvifolia* (Violet Kunzea)**
This species is a small to medium sized native woody shrub that has rapidly spread across a large area of the grassland and has become the dominant species. It is increasing in density and extent. It is impacting the ability of native grassland species to grow and thrive by creating an unnatural midstory layer of plants.

3. SUMMARY OF WORK UNDERTAKEN



Across the treated area the following work was undertaken.

- ***Rubus fruticosus* (Blackberry)**

Across Parlour there are thousands of juvenile plants. It is important that there is PRIMARY & SECONDARY treatment of blackberry at Parlour to prevent plants becoming dominant and taking over larger areas, choking out native species. Blackberry plants were small enough to treat with the CUT & PAINT method using glyphosate herbicide.

The plant was through the timbered areas and beginning to take hold along the ephemeral creek line. Initial treatments and covering the ground are always more time-consuming.

- ***Rosa rubiginosa* (Sweet Briar)**

Across Parlour there are many plant, varying in size. This species is also quick to colonies and establish in grassland and timbered areas. Treatment was also by the CUT & PAINT method using glyphosate herbicide.

- ***Crataegus monogyna* (Hawthorn) & *Pyracantha* spp. (Fire Thorn)**

These species was found along Jerrabettulla Road and was beginning to establish in the creek area. There was a large population of Hawthorn establishing in the ephemeral creek. It is important to undertake PRIMARY and SECONDARY treatment of these weeds as they quickly establish, spread and lead to costly removal work. Treatment was also by the CUT & PAINT method using glyphosate herbicide.

- ***Conyza species* (Fleabane), *Onopordum acanthium* (Scotch thistle) & *Carduus pycnocephalus* (slender thistle)**

This species was scattered throughout the site. Plants were HAND PULLED before seed heads had established. With PRIMARY and SECONDARY removal of these species they can be controlled at minimal levels where there is little impact on grassland communities.

- ***Kunzea parvifolia* (Violet Kunzea)**

This species is a small to medium sized native woody shrub that has rapidly spread across a large area of the grassland and has become the dominant species and has a huge impact on the health and status of Parlour as a grassland. This species is impacting on the ability of native grassland species to grow and thrive by creating an unnatural midstory layer of plants. The plant is so dense in areas that it is choking out the diverse grasses and forbes endemic to the site.

Managing this species is challenging and time consuming.

Using the principle of working from high value areas into more dense infestations. In areas where the plant was more sparse larger individual plants were CUT & PAINTED. Larger volumes of materials were bundled up, bound and placed into bare eroded sections of the ephemeral creek.

The team prioritised removal of this Kunzea species adjacent to the ephemeral creek. Work was undertaken to CUT & PAINT plants from dense infestations. The large volume of removed vegetation material was bundled, bound and placed into bare erosion sites along the ephemeral creek. This material was also staked into place to stabiles and retain the material in the event of heavy rainfall. As this material brakes down, it will collect sediment and native grasses, *Carex* spp. and non-invasive mid story species can reestablish these areas.

The team undertook an experiment to try to determine the most efficient, effective and environmentally sound treatment of *Kunzea parvifolia* where it is presenting as a monoculture at the site. Two areas, next to each other, were brush cut (approximately 10m x 6m each). One area was only brush cut and the vegetation removed, bundled, bound and placed in the ephemeral creek. The other area was brush cut, the vegetation removed, bundled, bound and placed in the ephemeral creek – and the team returned and went across the site and re-cut the larger *Kunzea parvifolia* stems and treated them with glyphosate herbicide.

Anecdotally, we have spoken to neighbours who have said that simply slashing the plant creates a carpet like vigorous growth. We are optimistic that by brush cutting and performing follow up CUT & PAINT we will successfully kill the larger plants and this method can be repeated in an area over successive seasons to reduce the density of the plant and benefit the grassland species. It would significantly reduce the time it takes to treat an area.

4. FUTURE RECOMMENDATIONS

We recommend an annual weed control program with hours allocated to undertake weed management works at Parlour Grasslands using the following principles;

- Undertaking SECONDARY treatment of areas already treated. Using this maintenance principle reduces the overall cost of weed management. It takes far less time to cover the areas that have already been treated. Weeds are small and easier to treat and over time the quantity is further reduced allowing for more time for PRIMARY treatment of sites.
- Undertake PRIMARY treatment of higher value areas that contain *Kunzea parvifolia* where the density is lower. These areas cannot be brush cut as they also contain desirable mid story species. This work will enhance grassland diversity and prevent *Kunzea parvifolia* from establishing a monoculture in these areas.
- Undertake PRIMARY treatment of areas of *Kunzea parvifolia* that have established a monoculture by brush cutting with follow up CUT & PAINT using glyphosate herbicide. This treatment may be required over several seasons to reduce the density of the infestation and allow native grassland species to return to these areas and thrive.
- Use the vegetation biomass of the *Kunzea parvifolia* to manage erosion control in the ephemeral creek line and at other sites of erosion across Parlour. It is important to remove large volumes of *Kunzea parvifolia* vegetation biomass into these areas as the dead canes will impact grassland recovery and increase the risk of dangerous fire behaviour.

5. PHOTOS



CUT & PAINT *Rubus fruticosus* (Blackberry), *Rosa rubiginosa* (Sweet Briar) & *Crataegus monogyna* (Hawthorn) & *Pyracantha* spp. (Fire Thorn) in ephemeral creek - 11 Nov 2025



Before



After

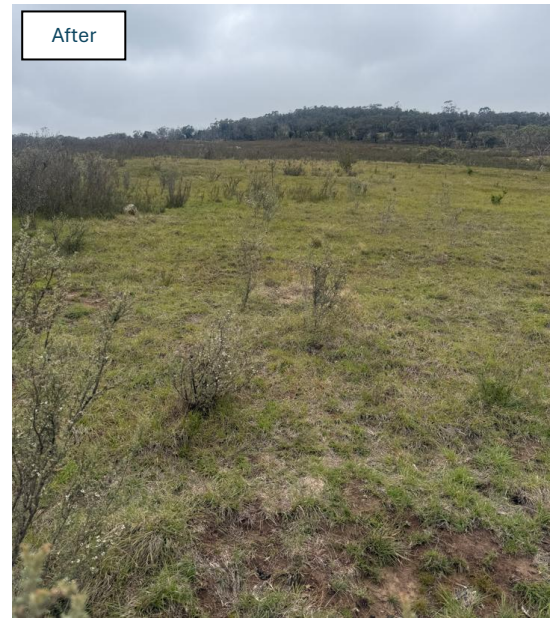
CUT & PAINT *Rubus fruticosus* (Blackberry) along fence line - 18 Oct 2025



Examples of *Rubus fruticosus* (Blackberry) that were treated – **CUT & PAINT**



Larger *Kunzea parvifolia* plants removed from amongst other native noninvasive shrubs – **CUT & PAINT**



CUT & PAINT *Kunzea parvifolia* plants – BEFORE & AFTER

Treating and removing *Kunzea parvifolia* plants from amongst other native noninvasive shrubs – **CUT & PAINT** in high value area



Before



After



18 Feb 2026

Using removed *Kunzea parvifolia* plants to stabilise areas of erosion/bare earth next to ephemeral creek



Treating and removing *Kunzea parvifolia* plants from amongst other native noninvasive shrubs – **CUT & PAINT** in high value area



Using removed *Kunzea parvifolia* plants to stabilise areas of erosion/bare earth in ephemeral creek



Brush cutting monoculture of high density *Kunzea parvifolia* plants to trial treatment methods – 05 Feb 2026



Brush cut test area – 18 Feb 2026



Brush cut test area – CUT & PAINT – 18 Feb 2026



Brush cut test area – NO CUT & PAINT – 18 Feb 2026

NOTE – Impact of *Kunzea parvifolia* on grassland creating bare patches of earth.
Within 2 weeks it appears that the area not treated with glyphosate herbicide is already regrowing.