



**CANBERRA AIRPORT
COMMUNITY AVIATION CONSULTATION GROUP**

**2.00pm – Thursday, 26 November 2020
Via Teams**

MEETING NOTES

The Canberra Airport CACG membership consists of representatives from Canberra Airport, Community Groups, Aviation Industry Organisations, Government Agencies, Tourism Industry and Business groups.

The Independent Chair of the CACG is Bob Ross.

Independent CACG Chair & representing Pialligo Residents Association (PRA) and North Canberra Community Council (NCCC)
Canberra Airport: Noel McCann, Director of Planning & Government Relations Michael Thomson, Head of Aviation Susan Mulligan, Executive Assistant Natalia Weglarz, Town Planner Thomas Riepler, Aviation Co-ordinator
Fernleigh Park Community Association (FPCA)
Jerrabomberra Residents Association (JRA)
Queanbeyan-Palerang Regional Council (QPRC)
NSW South Region Business Enterprise Centre (SRBEC)
Airservices Australia (ASA)
Department of Infrastructure, Transport, Regional Development and Communications (DITRDC)
ACT Environment, Planning and Sustainable Development Directorate (EPSDD)
ACT Chief Minister, Treasury and Economic Development Directorate (CMTEDD)
Senior Advisor to the Aircraft Noise Ombudsman (ANO)

SUMMARY OF ATTENDEES

Community Groups Note: Chair represents 2	4	Canberra Airport	5
Queanbeyan-Palerang Regional Council	1	ACT Government	2
NSW DPE	0		
NSW SRBEC	1		
Commonwealth Government		Total	18
DITRDC	3		
ASA	2		
ANO	1		

1. MEETING FORMALITIES

1.1 Welcome and Notation of Apologies

The Teams meeting commenced at 2.00pm.

The Independent Chair, Bob Ross, introduced himself and those present in the Canberra Airport office and undertook a rollcall of participants.

The following apologies were noted:

- Ridgeway Community Group
- Tuggeranong Community Council
- Gungahlin Community Council
- Weston Creek Community Council
- Queanbeyan-Palerang Regional Council
- NSW Department of Planning, Industry and Environment
- RAAF 34 Squadron

1.2 Declaration of Impartiality by the Chair

As President of the Pialligo Residents Association as well as representing the North Canberra Community Council, the Chair declared that should any issues of impartiality be raised during the meeting, he would address them in an appropriate manner.

1.3 CACG Representation

Persons nominated to represent their community groups were noted.

1.4a Notation of Correspondence since the last meeting

The correspondence listed since the last meeting was noted.

1.4b Notation of Meeting/Consultations

The list of Meetings/Consultations attended by Canberra Airport to date in 2020 was noted.

2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 24 OCTOBER 2019

The Meeting Notes of CACG Meeting held on 23 July 2020 were accepted.

3. CANBERRA AIRPORT

3.1 Overview by Michael Thomson, Head of Aviation

Mr Thomson spoke to a Powerpoint presentation in terms of:

- Passenger movements prior to the onset of COVID-19, during the height of the pandemic and as a direct result of the reopening of State and Territory borders and the introduction and implementation of new routes and airline partnerships.
- Passenger movements should be up to 40% of pre-COVID movements towards the Christmas holiday period, subject to borders remaining open.
- New Airlines and routes and Canberra Airport's weekly flight schedule.
- Operating procedures during COVID-19.
- Construction of the Northern Road was expected to commence in the second half of 2021. This infrastructure was crucial as it would provide a second entry and exit road into Fairbairn.

Mr Thompson further advised:

- A Singapore Airlines repatriation flight had arrived this morning and the Airport had worked closely with ACT Health, the AFP and ABF to ensure a smooth operation. All passengers were escorted to buses to their quarantine destinations. The process had been easy given the airport could be cordoned off for these flights without any interaction with domestic passengers.

There are discussions about Canberra Airport accommodating other repatriation flights, including a student repatriation flight for the ANU and UC and migrant workers to assist with fruit picking in the Riverina and elsewhere. However, the ACT Government has a desire to ensure such flights are spaced 14-16 days apart.

- The Taxiway Bravo extension was complete and has been operational since August.

- Work on replacing the T-Visual Approach Slope Indicator System (T-VASIS) with a new Precision Approach Path Indicator (PAPI) system was now underway with commissioning expected in late January 2021.
- The ACT Emergency Services Agency Portable Air Base (PAB) at Fairbairn had been stood-up for this year's bushfire season. The PAB had been instrumental during the horrendous 2019/20 bushfire season in fighting bushfires not only in the ACT and Southern NSW but also Northern Victoria. The overall view was that it had worked exceptionally well. The ESA had yet to confirm what aircraft, if any, would be based at Fairbairn for this year's bushfire season.

The Chair enquired what the distance was between the end of the main runway and the proposed Northern Road and Mr McCann advised approximately 750-800m.

FPCA asked if there were any weight restrictions on the use of Taxiway Bravo and Mr McCann advised no, as it was designed for Code E aircraft, but could handle Code F aircraft such as the 747-8.

3.2 MDP Investment Projects

Mr McCann referred to the Canberra Airport Briefing Paper highlighting that the Preliminary Draft Major Development Plan for a proposed office development at 1 George Tyson Drive would be released on 30 November for a 60 business days public consultation period to close on 3 March 2021. He would notify members of the CACG when it was uploaded onto the Airport's website (refer email to CACG members dated 1 December 2020).

3.3 Airport Development

Mr McCann was pleased to advise that Capital Brewing Co was now open in the Terminal. Woolworths at the Majura Park Shopping Centre has undergone a major refurbishment and implemented a 'click and collect' system. The southern end of the Centre had also introduced Toymate, Keiskraft and Aldi has expanded by another 300m².

3.4 Constitution Place

Mr McCann referred to the image of the atrium in the Briefing Paper noting the design was similar to the "Frank Lloyd Wright" style atrium in the Airport Vibe Hotel. The buildings were scheduled to be occupied in early 2021 with the ACT Government occupying one of the buildings and the private sector the other.

4. AIRSERVICES AUSTRALIA

4.1 General Briefing, including Noise Complaints and Flight Paths

ASA reported on Air Traffic Control Tower operational matters as follows:

- Since March/April the Air Traffic Control Tower had been operating on a team roster due to COVID-19 and that continues. The roster patterns were regularly reviewed according to flight schedules.
- Taxiway Bravo was working brilliantly and was in action with the arrival and departure of the Singapore Airlines repatriation flight earlier today.
- RNP smart tracking use by both airlines had increased and was expected to continue to increase going forward.

ASA spoke to the Powerpoint presentation in terms of Community Engagement matters.

4.2 NCIS response to request for short-term noise monitor at The Ridgeway

This issue will be considered at the next meeting of the CACG in March 2021, when it is expected that airport operations would have returned to a level worthy of undertaking this noise monitoring exercise.

5. REPORTS

5.1 Community Groups

No comments were forthcoming from the participating community group representatives.

5.2 Department of Infrastructure, Regional Development and Cities

DITRDC spoke to the Department's Briefing Paper.

With regard to sunseting legislation, Mr McCann pointed out that over the past fifteen years there had been at least three 'sunseting' consultation processes; all with no outcome. He asked if the Airports past submissions would be considered in terms of the next round of consultations?

DITRDC advised the Department would consider submissions lodged during past consultations. In light of COVID-19 and the recovery of the aviation sector, the Department was keen to focus on those that were a regulatory burden (e.g. building approvals) and therefore would appreciate additional further feedback.

5.3 Queanbeyan-Palerang Regional Council Update

QPRC spoke to the Meeting Brief.

Mr McCann asked if the continuation of Road 92 had been completed? QPRC believed it had, however would confirm this with her colleagues.

Mr McCann asked if there had been any progress in terms of the sports development at North Tralee, including the funding for it?

QPRC believed it was still going through the planning process and undertook to obtain a progress report from her colleagues and report to the next meeting of the CACG.

5.4 ACT Government Update

EPSDD advised there had not been a great deal of significant change since the last meeting of the CACG and referred to the Meeting Brief.

He advised there was a Parliamentary and Governing Agreement between ACT Labor and the Greens with one of the policy issues being to improve Canberra's planning system. He then recited the relevant section from the document:

C. Action to improve Canberra's planning system

The ACT Labor and Greens Government will improve and simplify the ACT's planning system, by taking the following action:

1. Complete the current planning review, in consultation with Canberrans, to deliver a planning system that is clear, easy to use and provides improved spatial and built outcomes across the Territory. The review objectives are:
 - i. Simplification of the planning system
 - ii. Facilitation of residential development and housing supply while ensuring Canberra remains sustainable, liveable and attractive
 - iii. Improving community confidence through system clarity
 - iv. Incorporation of character, context and design as key elements of the system
 - v. Enabling greater flexibility in the assessment of varying development types
 - vi. Provision of a pathway to achieve net zero emissions

2. Outcomes that will be delivered through the Planning Review process include:
 - i. Substantially lifting the quality and sustainability of the design and construction of new developments
 - ii. Improving community consultation and involvement in the development of Canberra
 - iii. Helping households and business become climate-change ready
 - iv. Delivering a "community compact" process to find ways to encourage affordable housing while protecting our trees, green space and heritage. The compact will bring together a wide range of different groups in the community, including residents' groups, younger people, government and developers
 - v. Ensuring the planning and housing system continues to deliver affordable housing

3. We will deliver specific initiatives as part of the four year reform agenda:
 - i. Implementing the previously agreed recommendations of the Standing Committee on Planning and Urban Renewal's inquiry on development applications
 - ii. Commencing a 10 year pathway to shift to world's best practice on climate-ready and environmentally-sustainable buildings, including expanding the ACT Appendix to the Building Code of Australia
 - iii. Further refining land sale processes, and examining if any amendment to land sales legislation is necessary (including clear valuation assessment processes for non-monetary design benefits), to allow major sites to be released for high-quality proposals, not just to the highest financial bidder
 - iv. Continuing work towards reaching a 30% urban tree canopy across Canberra by changing the Tree Protection Act and planning system to protect our safe mature trees and make room for trees during development
 - v. Provide ongoing and secure funding for the National Trust ACT, and funding for the Heritage Council to upgrade the Heritage database and website
 - vi. Fund an independent planning advisory service for residents impacted by planning decisions or development applications, so they can seek advice on lodging complaints or seeking review of decisions.

4. The Government will seek advice on the best way to facilitate the outcomes contained in the Government's Waste Strategy to locate waste processing facilities in Hume.

EPSDD added that the overall planning review project comprised three stages and that it was currently at Stage 2 which involved direction setting, technical review and a clear scope for change. The internal work was about unpicking the systems and moving to community engagement in 2021.

The Chair asked CMTEDD if he had anything to raise?

CMTEDD advised that "Moving Canberra" was now known as the "ACT Transport Strategy 2020". He also advised there were various tranches of investment by the ACT and Australian Governments on planning for the duplication of Pialligo Avenue which continued to be a live project.

The Chair advised that Pialligo residents were having conversations about planning and had no confidence in the people managing the system. They were saying there is no point in putting in an opposition to anything because the planning regime approved anyway. There was a total lack of confidence at being able to do anything meaningful if one objected to a particular planning idea from a developer.

EPSDD said planning by its nature was interesting and there would always be people in the community who believed it was one-sided, however on the flip-side, developers also found it challenging to work their way through the system. He believed the review would assert equitability and also lift the design of buildings. The proposed independent land authority would need to balance its decisions based on evidence, merit and consideration of the Territory Plan.

EPSDD was not able to respond to the Chair's comments given he did not work in the DA area of EPSDD, however stated it would be a sad situation if people did not express their views and the Chair agreed.

EPSDD asked the Chair if someone from TCCS had contacted him about Pialligo Avenue and, given the Chair's negative response, undertook to arrange for the project manager to contact him directly, particularly with regard to issues linking Beltana Road with the duplicated Pialligo Avenue.

DITRDC believed it would be useful for the Commonwealth, in working with the Airport in terms of the buildings it was proposing to construct, to receive a briefing about the duplication of Pialligo Avenue.

EPSDD undertook to arrange for TCCS to contact DITRDC directly.

Mr McCann advised the Pialligo Avenue duplication study had been jointly funded by the Australian and ACT Governments and suggested that when TCCS made contact, it would be useful for the responsible officers in the Department of Infrastructure, Transport, Regional Development and Communications to also attend the briefing. DITRDC agreed.

5.5 NSW Department of Planning, Industry and Environment Update

The Meeting Brief prepared by NSW DPIE was noted.

6. OTHER BUSINESS AS RAISED AT THE MEETING

The Chair asked if the Airport Noise Ombudsman's Office had anything to raise?

ANO advised she was participating as an Observer on behalf of the Aircraft Noise Ombudsman.

7. NEXT MEETING

It was noted that the next meeting was proposed for Thursday, 25 March 2021, to be confirmed by release of agenda.

There being no further business, the meeting concluded at 3.10pm.