



**CANBERRA AIRPORT
COMMUNITY AVIATION CONSULTATION GROUP**

2.00pm – Thursday, 8 April 2021

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

MEETING NOTES

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

The Independent Chair of the CACG is Bob Ross.

Independent CACG Chair & representing Pialligo Residents Association (PRA) and North Canberra Community Council (NCCC)
Canberra Airport: Noel McCann, Director of Planning & Government Relations Susan Mulligan, Executive Assistant Natalia Weglarz, Town Planner
Fernleigh Park Community Association (FPCA)
President/CACG Representative Jerrabomberra Residents Association
Tuggeranong Community Council (TCC)
Queanbeyan-Palerang Regional Council (QPRC)
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)

Summary of Attendees

Community Groups Note: Chair represents 2	5	Canberra Airport	3
Queanbeyan-Palerang Regional Council	1	ACT Government	2
Commonwealth Government DITRDC	1	Total	13
ASA	1		

1. MEETING FORMALITIES

1.1 Welcome and Notation of Apologies

The 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
- Gungahlin Community Council
- Weston Creek Community Council
- Queanbeyan-Palerang Regional Council
- NSW Department of Planning, Industry and Environment
- RAAF 34 Squadron
- Aircraft Noise Ombudsman
- SRBEC

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.

The email address and mobile number for Bob Ross, Chair of the CACG, are provided on page one of these Meeting Notes.

1.3 2021 CACG Representation

Persons nominated to represent their community groups were noted.

1.4a Notation of Correspondence since the last meeting

There was no correspondence to note other than the email dated 25 March calling for 2021 representatives to CACG.

1.4b 2021 Meetings/Consultations

The list of Meetings/Consultations attended by Canberra Airport to date in 2021 was noted.

2. ACCEPTANCE OF MEETING NOTES OF CACG MEETING HELD ON 26 NOVEMBER 2020

The Meeting Notes of CACG Meeting held on 26 November 2020 were accepted.

3. CANBERRA AIRPORT

3.1 Canberra Airport Submissions

It was noted that Canberra Airport had provided submissions to the following:

- 27 November 2020 – DITRDC - *The Future of Australia's Aviation Sector – Flying to Recovery* – Issues Paper 2020.
- 18 December 2020 – Senate Standing Committee on Rural and Regional Affairs and Transport – *The future of Australia's aviation sector, in the context of COVID-19 and conditions post pandemic*.

Mr McCann referred to the Canberra Airport Briefing Paper and offered the following additional comments covering agenda items 3.2-3.9 of the agenda:

- Canberra Airport had secured various city pairs services on the east coast of Australia.
- The ACT Government had a preference for Singapore Airlines to facilitate repatriation of Australian citizens and soon to be international university students. The Airport awaited a decision by the ACT Government with respect to those repatriation flights.
- Rex Airlines would operate Saab 340B turboprops on its Canberra to Sydney routes commencing on 19 April.
- A public announcement about a New Zealand 'bubble' was still a work in progress. The ACT Government was supportive of the Airport's ambition to start up a Canberra to New Zealand (Auckland) route.
- 45 aircraft were on the ground at various stages during the Fly Past to commemorate the RAAF's 100th Anniversary celebrations with no space available on the Fairbairn apron during this event. A carpark at Brindabella was utilised as a central bus pick-up point to transport personnel attending functions at various venues across Canberra.

- Referring to the graph, Mr McCann advised the Airport's best month so far had been March 2021 operating at approximately 48% of 2019 levels. It was hoped 50% would be reached in May due to parliamentary travel for the Federal Budget and other events in Canberra.
- In April 2020, the Airport developed a strategy to cut back staff working hours to 80% and annual and long service leave was also relinquished at the height of the COVID-19 crisis. There was also downsizing across the whole Airport team - particularly in aviation. The Airport resumed pre-COVID working hours in November 2020.

CMTEDD asked what percentage would have been international pre-COVID? Mr McCann advised the Airport had been operating at 3.3 million passengers with 5% of those being international.

JRA asked about the businesses operating in the Terminal?

Mr McCann advised it had been very difficult for them and the Airport had subsidised those tenants and others across the business. The Airport was also heavily subsidising the airlines as well as the Australian Government in an effort to maintain their viability. The International Air Transport Association (IATA) had alluded to the commencement of domestic in 2023-24 and international in 2025. Given the attitude of various State Premiers to close borders it was difficult for the public to build the confidence to fly. People were very apprehensive about making plans and forward bookings as they were not sure they would get their money back in the event of cancellation. Hopefully, there would be more sensible outcomes other than closing borders when one or two people contracted COVID, and the vaccine roll-out would hopefully start to instill confidence in that regard.

The Airport learnt with the collapse of Ansett that it had to diversify its business and it would seem other airports had worked out that they had to do the same to reduce the 'shock impact' risk.

FPCA enquired about the tenants in the business parks?

Mr McCann advised KPMG had moved to Constitution Place in the City which was a plan to release 4,500m² of vacant space to lease in the Brindabella Business Park, however the Park was currently at capacity. The Airport had secured a lease with Defence taking 14,500m² in the Majura Office Park and this involved a sophisticated high-tech fit-out for occupation next year. Fairbairn was also at capacity and that was the reason why the Airport was currently constructing some buildings in that precinct.

4. AIRSERVICES AUSTRALIA

4.1 General Briefing, including Noise Complaints and Flight Paths

ASA (participating via Teams) advised that no complaints were lodge with the Airservices NCIS team about the Fly Past. He then spoke to the Powerpoint presentation in terms of Community Engagement matters and whilst doing so offered the following additional comments:

- There is increased interest from airlines in using RNP AR as they are starting to retro-fit and train their crews. An incentive for use is to save fuel burn.
- Some airports had experienced an increase in noise complaints with more people working from home. Canberra was doing very well in terms of complaints with those received focused on GA and helicopters.

Mr McCann advised in terms of fuel burn savings Qantas has a policy of only one engine running when the aircraft have landed.

TCC enquired with Project Wing now operating out of North Canberra, was Airservices managing that drone activity? ASA advised it certainly was a subject of discussion and an emerging component, however Airservices did not currently monitor noise from drones.

DITRDC advised the Department had been working with Access Canberra on drones and noise complaints could be lodged through the Access Canberra website. Project Wing also reports on the number of noise complaints it receives on a quarterly basis at North Canberra Community Council meetings and these complaints had decreased over time. The number of drone flights had increased during COVID but surprisingly there had been no spike in noise complaints. Project Wing was based in Mitchell and the operators were focused on reducing overhead noise by flying over grasslands in Gungahlin and by not using the same route to a destination on the flight back.

Mr McCann advised that the Airport was in discussions with CASA about a permanent aerial base to alert the Tower if a drone was in the vicinity of the Airport.

TCC asked if it was Aeroscope? Canberra Airport confirmed it was based on the AeroScope drone management system. DITRDC also confirmed that the Canberra prison operated aerial detection technology.

JRA informed the meeting that there had been several concerning incidents at Jerrabomberra with reports of drones overflying private property.

DITRDC advised police forces around the country were acquiring drone detection technology to counter these sorts of scenarios and potential associated criminal activity.

5. REPORTS

5.1 Community Groups

JRA advised last month Jerrabomberra had hit a milestone with QPRC approving land for the high school. This process had taken more than twenty years.

5.2 Department of Infrastructure, Regional Development and Cities

DITRDC spoke to the Department's Briefing Paper.

FPCA asked what countries would Australian's be able to travel to once international flights commenced?

DITRDC advised Singapore first, however the roll-out of the COVID-19 vaccination would need to improve otherwise foreign governments would not agree to open their borders to Australians. South Korea, Taiwan, Vietnam and Fiji could also be possibilities.

5.3 Queanbeyan-Palerang Regional Council Update

QPRC spoke to the Meeting Brief.

Mr McCann advised that the Airport's roads consultant had established that the traffic counts for Ellerton Drive were ahead of forecast and it would be good to obtain the numbers when they were available.

CMTEDD asked if Nerriga Road was now the primary route between Canberra and Nowra?

Mr McCann advised travel time was two hours to Nowra with Nerriga Road being an upgrade to Route 92 (MR92) and it would also accommodate B-Doubles. The Airport had lodged a submission on the EIS for the upgrade to Road 92 as it would be good for Braidwood.

5.4 ACT Government Update

EPSDD spoke to the Briefing Paper.

Mr McCann advised in terms of the Eastern Broadacre, the Airport was working with the ACT Government in this process and had put forward a concept for an Aerotropolis for the southern end of the Majura Valley which would be presented to the Canberra Airport Planning Co-ordination Forum (PCF) at a meeting on 28 April. The Airport considered IKEA as Stage 1 of its concept for developing this area of the Majura Valley (Area D of the Eastern Broadacre). The Airport was also interested in the 'job precinct' for the Poplars and the area south of Tomsitt Drive as it considered it a complementary focus for both the ACT and NSW Governments.

EPSDD said the first part was to get the environmental approvals in place and then rezoning would follow.

CMTEDD spoke to the Briefing Paper in terms of international engagement and progress of the ACT Transport Strategy 2020. He referred to the extract from the Strategy about Canberra Airport and this is provided below for information.

Canberra Airport

Since 2012, Canberra Airport has undergone significant expansion, transforming it into a world class facility for passenger and freight travel. Canberra Airport now caters to international as well as domestic flights, and as Canberra's tourism sector grows, we will be able to welcome more visitors to our city. The Canberra Airport offers considerable opportunities for regional businesses to access air freight and expand import and export markets into the future. Maintaining and growing public transport between the Airport and the city and beyond, will help enhance Canberra and the Capital Region as a destination for work and leisure.

COVID-19 impacted both passenger and freight travel through Canberra Airport. International flights ceased and domestic flights were reduced significantly. There was a total of 251 aircraft movements at Canberra Airport in April 2020, compared with 3,301 in April 2019. The ACT Government will facilitate the safe return of flights to Canberra as travel restrictions ease.

Mr McCann added that the concept of Orbital Roads was being promoted and that the Airport was trying to understand implementation; not just the Strategy, and that was the reason why it had requested the ACT Government to provide a progress report.

JRA enquired about the status of the proposed Lanyon Drive flyover and believed the biggest problem would be banked up traffic from Googong at the roundabout on Bungendore Road.

APRC advised she would check if there was going to be an upgrade at that position.

CMTEDD advised that early plans for the proposal were released in 2020. Tender documentation was currently being drafted with a preliminary works schedule planned to commence this year.

Mr McCann advised the Airport had been informed by Transport Canberra and City Services (TCCS) that it would take two years to build and would impact the Monaro Highway, hence why the Airport had received enquiries from the ACT Emergency Services base situated near the prison. We must get the knowledge, the sequencing of the works and then we can start telling people what was going on. The Airport however would continue consult with TCCS in terms of traffic flows from Queanbeyan. He suggested it might be useful for someone from TCCS to attend the next CACG meeting to provide an update on these proposed major road upgrades and suggested Tim Wyatt.

EPSDD suggested TCCS would be able to advise who from his team could attend the CACG for this purpose.

CMTEDD advised the duplication of Pialligo Avenue was at the design work stage.

The Chair advised no-one from the ACT Government had yet consulted Pialligo residents about 'Rodney's corner'; the critical issue being the left out going into the City. He would appreciate a name to call at TCCS to progress this consultation. EPSDD advised he had provided colleagues at TCCS with Mr Ross' name, however given no-one had been in contact, he would follow-up.

5.5 NSW Department of Industry, Planning and Environment Update

The Meeting Brief prepared by NSW DPIE was noted.

6. OTHER BUSINESS AS RAISED AT THE MEETING

FPCA asked what would happen when Jumping Creek (north side of Queanbeyan to the west of the Ellerton Drive Extension (EDE)) gets developed in terms of the EDE? Where was the noise problem?

JRA believed Jumping Creek would have been included in the traffic model for the EDE. In terms of noise, the problem was that there were no noisewalls constructed to protect residents from the quarry trucks and their airbrakes.

Mr McCann advised that the Chief Executive Officer, Southern Region Business Enterprise Centre (SRBEC) had requested that the meeting be informed that SRBEC had just commenced a further twelve-month contract with the ACT Government providing business advice and support to businesses impacted by COVID. This particularly applied to the tourism and hospitality industry which has been hardest hit, in which case SRBEC was keen to better understand where the Canberra Airport was in relationship to future overseas travel, any advice would be welcome.

7. NEXT MEETING

It was noted that the next meeting was proposed for Thursday, 29 July 2021, to be confirmed by release of agenda.

There being no further business, the meeting concluded at approximately 3.15pm.