

# Memorandum of Understanding

Between the



And



April 2015

**Parties:** AUSTRALIAN CAPITAL TERRITORY, the body politic established under the Australian Capital Territory (Self-Government) Act 1988 (Cth)

and

CANBERRA AIRPORT PTY LIMITED, a company incorporated under the Corporations Law whose ACN is 080 361 548.

## Preamble

In 2010 the ACT Government and Canberra Airport signed a Memorandum of Understanding (MOU) committing to ongoing discussion about better integration of the Airport in ACT planning, policies and programs. The focus of that MOU was on issues facing both parties at the time that had been brought to forefront by the release of the Canberra Airport 2009 Preliminary Draft Master Plan. Matters covered in the 2010 MOU include (but are not limited to) non-aeronautical development ratios on the Airport, financial contributions to roads, and the number of people forecast to be working on the Airport by 2029.

By comparison, this MOU acknowledges the work of both parties to settle past concerns, progress and guide the relationship between the two parties and further integrate the Airport with the region. Matters outlined herein include:

- investigation into the Eastern Broadacre area of the ACT, consistent with the ACT Planning Strategy 2012;
- the National Airport Safeguarding Framework;
- acknowledging the Airport in the ACT Planning regime;
- ground and public transport;
- the introduction of international and low cost carriers to the region;
- freight management; and
- mitigating the impact of aircraft noise.

The ACT Government and Canberra Airport both believe it is critical to have a cooperative working relationship and to continue to facilitate the integration of the Airport into the wider ACT planning context. As a means of ensuring this integration, the ACT Government and Canberra Airport have entered into this MOU.

Both parties seek to specifically address the expanded role the Airport will have in developing Canberra and the region, and outline initiatives to protect operations, develop infrastructure surrounding the Airport, and harness opportunities for economic growth.

## Canberra Airport

The Airport is conveniently situated 8 kilometres from the Central Business District and Parliament House. Canberra is the only 24 hour Boeing 747 capable airport between Brisbane and Melbourne, and New South Wales' only curfew free airport. The Airport services the Canberra/Queanbeyan population of approximately 420,000 people as well a broader regional population of an additional 480,000. In all Canberra Airport provides services to those within a 2.5 hour drive, a total of around 900,000 people.

Since privatisation in 1998, Canberra Airport Pty Limited has invested over \$2 billion in infrastructure development at the Airport, most notably the new air terminal was completed in 2014 at a cost of \$480 million.

Canberra Airport is a world class aviation and business hub. At nearly 455 hectares the Airport site provides aeronautical, retail, and business services to the region. The Airport is currently the workplace of more than 11,000 people, and is visited by nearly 3 million air passengers and 3 million retail shoppers every year. These figures are set to grow significantly over the next 20 years.

## ACT Government

The ACT Government recognises the significant role Canberra Airport plays as a regional gateway and a generator of investment and employment. The Airport is vital to delivering numerous initiatives including building a city for our second century, developing business opportunities, providing sustainable infrastructure, and harnessing expected growth from the Asian Century.

These initiatives are outlined in ACT Government policy papers:

- Australian Capital Territory in the Asian Century
- ACT Planning Strategy
- Growth, Diversification and Jobs: A Business Development Strategy for the ACT
- Transport for Canberra
- Infrastructure Plan
- ACT Tourism 2020 Strategy

The ACT Government is committed to ensuring the economic benefits of the Airport are balanced against the needs of the ACT community. The ACT Government seeks to "ensure Canberra Airport's growth and development is considered with regional, metropolitan and transport planning issues and addressed with ongoing consultation..."<sup>1</sup>

---

<sup>1</sup> ACT Government *ACT Planning Strategy* 2012

## Objectives

Both parties have identified the following common objectives.

### 1. On- and Off-Airport Integration

Canberra Airport is situated within the Eastern Broadacre area of the ACT, as identified by the ACT Planning Strategy. The Eastern Broadacre Investigation Areas map developed in 2011 by the ACT Government identifies nine areas for investigation to assess their development potential. The investigation areas, which cover Pialligo, East of Fyshwick, Bonshaw, Symonston, and Jerrabomberra East, will be subject to planning and development investigations over the next two years.

The ACT Government commits to openly engage with the Airport about investigations into planning and land development in the Eastern Broadacre area.

The **National Airports Safeguarding Framework (NASF)** provides guidance on sensitive developments around airport sites. The Framework covers aircraft noise, the protection of airspace, wildlife, windshear, wind turbines, and lighting. The Framework was agreed by the Standing Council on Transport and Infrastructure in 2012, and has been discussed by the Airport and the ACT Government at Planning Coordination Forum and Canberra Airport Integration Committee meetings since this time.

The ACT Government supports-in-principle the NASF but has yet to fully consider how the NASF's guidelines apply in an ACT Planning context.

The ACT Government commits to continue protecting the Airport from incompatible development, and will work with the Airport to determine whether additional specific policies are required for ensuring incompatible developments do not occur. This includes such matters as the development of a vegetation management plan around the Airport, and protection of noise contoured areas through the ACT planning system.

Both parties will liaise, via the Canberra Airport Integration Committee and other appropriate channels, to further consider the NASF and other safeguarding practices around the Airport.

The Canberra Airport site will be considered in the development of relevant ACT planning documents, consistent with the Government's willingness to work towards "a suitable definition of the Airport that could be incorporated into the ACT planning regime"<sup>2</sup>.

---

<sup>2</sup> Gallagher, K. ACT Chief Minister. 19 March 2014

## 2. Sustainable Transport Infrastructure and Networks to Support Growth

“The world’s best and most liveable cities all have excellent transport systems...”<sup>3</sup>

Appropriate ground transport and infrastructure linkages are vital to the economic growth, and accessibility of the region, including supporting ongoing operations and other activities at the Airport. Realising Canberra Airport’s role as a multi-modal transport hub for passenger and freight connections means ensuring surface transport infrastructure is properly integrated with the wider transport network.

To progress ground transport infrastructure in proximity to the Airport, both parties commit to working collaboratively through the established Canberra Airport Integration Committee.

The Airport facilitates tourism, freight and jobs, and has a key role in the economic growth of the region. In addition to the metropolitan road network, regional roads and highways are vital to connecting around 900,000 people to the Airport as well as connecting arrivals at the Airport with the region. The ACT and NSW Governments, in developing an ACT-NSW Land Use and Infrastructure Framework, recognise the Airport as a significant asset for the ACT and region.

Passenger, freight and active transport networks connect the city and the region. The ACT Government and Canberra Airport commit to working collaboratively through the Canberra Airport Integration Committee to integrate the airport with rapid transit networks, Capital Metro, and the ACTION bus network, as well as active transit networks, freight transit and other transport options.

## 3. Capitalise on Airport Investment

The Airport is not currently serviced by international or low cost carriers. However both parties have been working closely to market Canberra as a destination and a transport hub to airlines. This has included the instigation of the Aviation Taskforce by the ACT Government in 2012, which includes representatives from peak tourist industry bodies, as well as the education, business and community sectors.

The ACT Government has also initiated the 2020 Tourism Strategy launched in December 2013, providing a framework to inform programs and activities that will help achieve the shared goal of growing overnight visitor expenditure in the ACT to \$2.5 billion by 2020.

This Strategy was developed in consultation with industry, including the Airport, and reinforces the importance of growing access (domestic and international) and investing in destination marketing activities that drive visitation from domestic and international target markets.

---

<sup>3</sup> ACT Government. *Transport for Canberra* 2012

A range of other programs within the Government's broader economic development agenda aim to promote Canberra as a world class destination for business and education related travel. These programs will benefit the ACT economy and will also capitalise on airport investment

It is important, going forward, that cross-border initiatives are in place for marketing the region as a great place to visit, study, work, and do business. Both parties will engage with the NSW Government to implement relevant cross-border initiatives.

The common aim is to achieve more:

- inbound visitor passengers to boost regional tourism, trade and commerce; and
- outbound opportunities to expand export of regional products and business services.

The ACT Government will remain mindful of Canberra Airport in its cross-border engagement with the NSW Government, including in relation to the NSW-ACT MoU.

The ACT Government will also consult with the Airport throughout the development of policies for managing freight transport within the Territory and the region.

#### **4. Remain Committed to Aircraft Noise Abatement**

The 24 hour operation of Canberra Airport is an important opportunity for the ACT. It "will give the region a logistical advantage in the distribution of goods and produce."<sup>4</sup>

Both parties are committed to maintaining the existing Noise Abatement Areas, which prevent the overflight by jet aircraft over Canberra's suburbs, except at higher altitudes. Both parties agree to explore options to extend the Noise Abatement Areas to cover the new suburbs within the Gungahlin and North Watson areas, while maintaining a predominantly non-residential corridor under existing flight paths.

Both parties are committed to pursuing an arrangement with the Australian Government which bans all aircraft from overflying the Noise Abatement Areas at any height at night (11pm-6am) except where operational requirements necessitate it.

---

<sup>4</sup> ACT Government *ACT Planning Strategy 2012*


## Canberra Airport Integration Committee

The parties have agreed to formally establish the Canberra Airport Integration Committee. The role of the Committee is to:

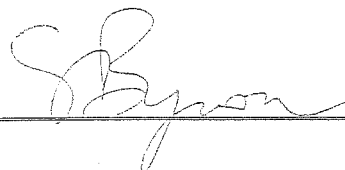
- consider, progress and agree shared actions;
- facilitate dialogue between all members concerning the operation and development of the Airport and the integration of the Airport into the wider community and the ACT planning context;
- assist with the implementation of Commonwealth Policy as it applies to Canberra Airport;
- facilitate the implementation of the Canberra Airport Master Plan;
- facilitate the integration of Commonwealth Laws and Policy with applicable Territory Laws and Policies in relation to the Airport and surrounding area; and
- be a forum where its members can openly discuss issues, policy, disputes, opportunities and other matters in relation planning, infrastructure, and Airports, noting the cumulative impacts that development at the Airport will have on metropolitan planning and transport patterns into the future.

### Commencement

This MOU commences on the date of execution.

X   
\_\_\_\_\_

Mr Andrew Barr MLA  
ACT Chief Minister  
Date: 8.4.2015

X   
\_\_\_\_\_

Mr Stephen Byron  
Managing Director, Canberra Airport  
Date: 8 April 2015