Camden Airport Community Aviation Consultation Group Meeting Minutes – Monday, 16 March 2026

1. Attendees & Apologies

The Chair opened the meeting at 10am and gave an Acknowledgement of Country to the traditional owners of the land on which the Camden Airport CACG was meeting, the Dharawal people. The Chair paid respect to Elders past, present and emerging and extended that respect to all Aboriginal and Torres Strait Islander peoples in the meeting.

Present	**Company/Organisation**
Deborah Palmer (DP)	Chair
Malia Corry	Minutes
Tom Smith	Aeria Management Group (AMG)
Peter Munro	AMG
Olivia Smith	Camden Council
Oscar Dell	Camden Council
Annette Dittmar	Airservices Australia (ASA)
Cathy Hobson	Australian Air Force Cadets
Brian Grinter	Australian Air League
Lachlan Hyde	Royal Aero Club of NSW
Bradley Wheeler	Australian Army Cadets
Jim Norrie	United Aero Helicopters
Maeve Platt	Camden Resident
Margaret Fordham	Camden Resident
Richard Leemen	Camden Resident
Jill Leemen	Camden Resident
Rachael Atkinson	Camden resident
Rod Fowler	Camden Resident

2. Opening

- The Chair opened the meeting by welcoming everyone to the first meeting of 2026. In particular, the Chair welcomed two new community representatives – Margaret Fordham and Rod Fowler– and noted the importance of increasing community representation on the CACG. The Chair thanked existing members for their assistance in helping to recruit new community members.
- All attendees – in person and online - introduced themselves.
- The Chair ran through the agenda and invited questions.

3. AMG presentations and updates

Sustainability and community

- A new plaque has been installed to honour Camden Airport founder, Edward Macarthur Onslow. A morning tea was held to celebrate the installation of the plaque on one of two original airport hangars built by Macarthur Onslow. The event was attended by members of the Macarthur Onslow family, CACG members, AMG, airport operators and Camden MP Sally Quinell. Thanks to Rachel Atkinson and Ms Quinnell for working with AMG to deliver the plaque. Rachel (Macarthur Onslow's grand-daughter) commented that the plaque is a great example of what can be achieved through the CACG. The plaque is not only a legacy for the Macarthur Onslow family but also representative of the local community's connection to the airport's history and heritage. Rachel thanked AMG and the CACG for supporting the initiative.
- Tributes were made to airport operators, George Raby and Greg Ackman, who died recently and were important members of the Camden Airport community.
- AMG noted the recent appointments of Mirllan Villa and Ken Ualesi as Grounds Maintenance and Airside Safety Coordinators.
- AMG was proud to support two International Women's Day events:
    - Fundraiser for the Revesby Women's Shelter
    - 'Women in Leadership' dinner organised by the Canterbury-Bankstown Chamber of Commerce.
- AMG is also organising a staff clothing drive for 'Dress for Success', a not-for-profit organisation that helps female jobseekers become 'job ready' through training and providing work clothing.
- AMG continues to work with airport operators to mitigate operational and economic impacts related to the commencement of Western Sydney International Airport (WSI) in July 2026. This includes working with UNSW Aviation to apply for the establishment of a new danger area to facilitate flight training and joining operators in opposing ASA's proposed implementation of a slot management system for flight departures at Bankstown Airport.
- AMG also continues to support the proposed Southeast VFR Flight Corridor, which would help mitigate WSI impacts for flight training schools, particularly at Bankstown Airport. Further community and industry consultation on the CASA proposal is planned for April. AMG will share details of upcoming consultation with CACG members.
- AMG has a new Environment and Sustainability policy that includes its commitments to achieve net zero (scope 1 and 2) emissions by 2030, embedding sustainable practices within decision-making processes and ongoing achievements under its Reflect Reconciliation Action Plan.

Airport news

- The Australian Aerobatic Academy has relocated from Bankstown Airport to Camden Airport. They are an accredited flight training organisation that specialises in aerobatics and are a good complement to Camden Airport's existing flight schools. A member asked about the combined impact of new tenants and WSI on the ongoing mix of flights at the airport. AMG responded that while airport flight paths and training areas will change due to WSI, there will be no discernible difference to residents in aircraft movements at Camden Airport.
- Camden Airport's new airport fuel site is now operational. The site's relocation also enables potential development of a new hangar at the old fuel site, pending further investigations.
- Foreign Object Debris (FOD) poses a serious safety risk, can damage aircraft and cause operational delays. Objects as small as a coin can create significant hazards and it is important that operators and customers remain vigilant in managing potential FOD. AMG conducts regular airfield inspections to identify and remove FOD and issues regular reminders to operators.

Infrastructure works and upgrades

- Electrical upgrades to improve service and reliability of the airport power network are nearing completion. Thanks to operators for their patience while this work has been happening.
- Following upgrades of the airport car park and access road in 2023/2024, new asphalt is now being applied to other sections of the airport roads and car parks to improve safety and conditions. This includes the removal of potholes

and surface damage. Work to repair and re-asphalt the airside apron and taxiway are also being undertaken. These works will safeguard the longevity of the airport's airside and road infrastructure.

Industry news and updates

- The Commonwealth Government has released new CACG Guidelines. AMG has reviewed the guidelines and is comfortable that requirements are being met by its current CACGs, including the appointment of an Independent Chair, the publishing of Minutes and presentations on AMG's website and seeking member input into meeting agendas.
- The Guidelines state meetings should be held at least three times per year but allow that alternate arrangements can be agreed where appropriate. AMG considers two meetings per year, supplemented by interaction with members between meetings, are sufficient to cover updates about airport developments, upgrades and operations. But AMG noted that it is open to CACG feedback on this matter. A member asked if more meetings might be required if additional operators came to the airport. AMG responded that operators have separate forums for airport matters and noted that new tenancies are infrequent. A question was asked about the process for increasing the number of meetings. The Chair responded that a request for additional meetings could be raised through them and could be considered as part of a review of the CACG Terms of Reference. AMG invited members to provide further feedback if they felt there was a need for more than two meetings a year and is open to further discussions on this matter, if required.
- AMG was asked if they anticipated more operators moving from Bankstown Airport to Camden Airport due to impacts related to WSI. AMG responded that this was a possibility, given the most significant impacts will be faced by Bankstown Airport operators, but added that operators have so far committed to remaining there. A question was asked about whether Camden Airport might see more touch-and-go landings. AMG acknowledged that general demand for flight training is high. However, the overall constraints on the airport's expansion means any significant change in movements in the foreseeable future is unlikely. It was clarified that touch-and-go landings do not generate aviation charge revenue for AMG.
- A comment was made that it is difficult for qualified pilots to complete the flight hours necessary to meet commercial airline requirements. AMG recognises this challenge, noting that many new pilots undertake the necessary flight hours in regional locations.
- AMG confirmed that, from a business perspective, their aim is to ensure Camden Airport is commercially sustainable. The airport's single sealed runway, flooding impacts due to its proximity to the Nepean River and limited availability of operational land, constrain growth. AMG further noted that establishing a second sealed runway would be cost prohibitive.
- AMG confirmed the airport is owned by the Federal Government and leased to AMG's owner, Aware Super. AMG noted that they are fortunate to manage both Bankstown Airport and Camden Airport, which enables the two airports to work together and share resourcing. Camden Airport essentially operates as a small but vital community and regional airport and AMG has no plans to change this model.
- A question was asked about whether vertical take-off and landing aircraft might one day operate at Camden Airport. AMG responded that such technology is still in the development phase and that it will also be subject to the need to establish a social licence with surrounding communities.
- The CACG thanked AMG for their work to improve the airport, despite the inherent constraints. AMG responded that such investment was driven by a recognition of the airport as a good community asset and the need to support general aviation.
- AMG was asked if an observation point could be established on the hill at the airport. AMG responded that safety and security issues made this a difficult proposition.

Flying Considerately Guidance (FCG)

- The Commonwealth Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (Department) has proposed voluntary operational measures for pilots and aircraft operators to follow to minimise aircraft noise impacts on residents. Public consultation on the draft guidance closed on 3 March.
- AMG already has a voluntary 'Fly Neighbourly' Code of Conduct with airport operators to help minimise aircraft noise impacts on residents. While aircraft noise at an airport is inevitable – particularly for essential operations, such as emergency and aeromedical services – AMG works with airport operators and the community to mitigate and manage noise impacts as much as possible. The Fly Neighbourly code includes operational hour restrictions on circuit training and measures regarding aircraft engine revs and rates of climb. AMG also responds directly to community complaints and queries and it supports the development of emerging electrical- and hydrogen-powered aircraft, which will significantly reduce aircraft noise and carbon emissions. AMG will shortly commence a review of its Fly Neighbourly Code, with reference to the Department's finalized guidance. AMG will seek CACG feedback about its Fly Neighbourly code at future meetings.

4. Airservices Australia presentation and update

- ASA provided an overview of aircraft noise complaints received for the airport between November 2025 and February 2026. Two complaints from two complainants were received over this period. One was in relation to general aviation traffic and the other about flight training. It was confirmed that each complaint related to a separate event and that only one complaint was made about each event. The airport receives fewer complaints than any other Federally owned airport in Australia, which may in part by attributable to the local community's support for the airport.
- Noise reports can be found at https://aircraftnoise.airservicesaustralia.com/, where the community can learn about flight paths and aircraft movements in their local area.

5. Airport Operator - Air Force Cadets

- An overview of the Air Force Cadets was provided by Cathy Hobson.
- The Australian Air Force Cadets (AAFC) at Camden, 303 squadron, traces its origins to World War II when the wartime Air Training Corp was created in 1941. Established in Hunters Hill in 1946, the AAFC moved to Camden Airport in 1966, where they now occupy 50 buildings, including some of the original buildings from the time of their relocation. AAFC facilities include a mess hall, cadet accommodation, meeting and administration spaces and a commercial kitchen. These facilities are owned by the Department of Defence, operated by the Australian Air Force and have been shared with both the army and navy. There are currently 80 cadets at Camden Airport.
- Ms Hobson invited CACG members to tour the facilities immediately following the meeting.

6. Updates from local council and state and federal MPs

Update from Camden Council:

- Council has provided feedback in relation to the NSW's Government's Sydney Plan; a new 20-year strategic land-use framework for the Sydney region. For Council, this will require updates to a range of planning documents, including the Local Strategic Planning Statement and employment, housing and rural land-use strategies. This will take place over the short to medium term and Council will consult with the CACG.
- Council has received a Planning Proposal for a seniors' housing facility as well as a neighbourhood centre and childcare at 5 Smalls Road, Grasmere. The proposal is on Public Exhibition from 6 March to 2 April 2026 and seeks amendment of the Camden Local Environmental Plan 2010 to increase maximum building heights as well as amendments to the Camden Development Control Plan 2019 and State Environmental Planning Policy (Housing) 2021.

- The proposal requests building heights of up to 118 metres, which may impact operations at Camden Airport. Council has formally sought comments from AMG and CASA, which will need to provide separate approvals for the proposal. Concerns were raised about consultation taking place in the immediate lead up to Easter. While these concerns were acknowledged, this is not Council's proposal and the timing of Public Exhibition is legislated. Members also raised concerns about the proposal itself, including the potential impacts on the airport and community.
- The proposal can be viewed on Council's Your Voice page, where the public can also make a submission and register for updates about upcoming development applications and planning proposals. The Chair will also send a copy of Council's presentation to the CACG.
- It was noted that if CASA objects to the proposed building heights, it would be open to the proponent to review such feedback and amend their proposal.

7. Other attendee updates and general business

- Rachael Atkinson noted Building 72 is the last remaining airport hut from World War II. Ms Atkinson noted that if members stand at the top of the airport hill, they will see the same view of the horizon as existed in 1944/1945.
- It was noted that during her speech at the unveiling of the Edward Macarthur Onslow plaque, Sally Quinnell mentioned the airport's contribution to Defence, commercial and general aviation aviators, which is a source of pride for the local community. A member asked if this could be something that was more widely promoted to raise the airport's profile. AMG agreed, adding that the local paper is interested in running an article on the new airport plaque. In addition, AMG promotes the airport's important role and contribution wherever they can, including at events, meetings and engagements.
- A member asked if various pieces of publicly available information about the airport could be in one place, including links to any available aircraft radio channels and camera footage. This could also be a way of promoting the airport. AMG noting that it would consider this as part of a review of its current airport website.

8. Annual Report

- The Chair spoke about the requirement under the CACG Guidelines to do an annual report. A draft report has been sent to the CACG for comment and the Chair welcomes member feedback.

9. Action items

The group discussed speed limits on Aerodrome Road. AMG noted that it has not made a decision on any potential speed mitigation measures. AMG will hold further discussions with its Facilities team and provide an update at the next CACG meeting.

AMG noted it will continue to advocate for the expansion of the WSI Noise Insultation Program as opportunities arise but are following Council's lead in this matter. More information about the program can be found here

10. Next meeting

- Next meeting of the Camden Airport CACG is on Monday 9 November 2026.

11. Meeting close and morning tea.

ACTION ITEMS

Item	Meeting arising	Action	Responsibility	Status
Heritage	April 2025	AMG open to ongoing conversations with resident Rachael Atkinson about celebrating the history of Camden Airport	AMG and Rachael Atkinson	Closed. Updates provided at the November 2025 and March 2026 meetings.
Speed limits on Aerodrome Road	November 2025	AMG will consider the various speed mitigation measures discussed during the meeting and report progress at the next meeting.	AMG	Open Update at March 2026 meeting: no decision on speed mitigation measures has been made. AMG will discuss the topic further with its Facilities team and provide an update at the next CACG meeting.
WSI Noise Insulation Program	November 2025	AMG to provide CACG with an update on their efforts to advocate for the inclusion of Macarthur residents.	AMG	Closed. AMG will continue to advocate as opportunities arise but are following Council's lead. More information about the program can be found here.
Review of meeting cadence	March 2026	Review of current meeting cadence to be discussed further at the November meeting, if required.	Chair	Open
Fly Neighbourly Code of Conduct	March 2026	Seek CACG feedback at November meeting or earlier, as part of a review of the code.	AMG	Open
Co-location of Camden airport information	March 2026	AMG to consider inclusion of links to any publicly available airport radio channels and camera footage as part of a website review.	AMG	Open