

Minutes – Community Aviation Consultation Group

Tuesday 17 May 2011, 6:00-8:00pm

Keilor Municipal Office, Old Calder Highway

Present: Darrell Treloar, Independent Chair, Susan Jennison, Community; Domenic Isola, AMAC; Cr Adam Atmaca, AMAC; Brian; David Kirkland (representing David Hodge), Department Planning & Community Development.

Apologies: Andrew Macleod, Committee for Melbourne

Also in attendance were: Carly Dixon, Melbourne Airport; Darren Olsson, Airservices Australia; Mark Cenin, Airservices Australia; Kent Quigley, Airservices Australia; Jeremy Parkinson, Department of Infrastructure and Transport; Katie Conn, Department of Infrastructure and Transport; Jo Powell, Melbourne Airport; Chris Woodruff, Melbourne Airport;; Linc Horton, Melbourne Airport; Catherine Hunichen, Brimbank.

1 Introductions – Darrell Treloar, Chair

Welcomed all and thanked everyone for attending.

2 Confirmation of minutes held 24 March 2011

The group AGREED the minutes for the last meeting were accurate. As mentioned in the minutes that since the last meeting we have become aware that the terminology used by the Commonwealth is “Community Aviation Consultation Group” and not Community Aviation Consultative Group”. This change has been included in the approved Terms of Reference. It was also noted that in future minutes will be circulated within 14 days of the meetings.

Approval of the minutes was **MOVED** by CI Adam Atmaca and **SECONDED** by Dominic Isola.

3 Public questions / submissions

Question: How was the committee established?

Darrell Treloar explained that since his appointment as Independent Chair, he has worked with Airport Management and followed guidelines provided by the Commonwealth to identify the composition of group. The membership represents a balance of community members from the three residential areas, Brimbank, Diggers Rest, Keilor and other organisations that work closely with both the community and Melbourne Airport. Public sessions at all meetings will allow other community members to become involved in the CACG.

There was another question - ?

4 Essendon Football Club – Linc Horton, General Manager, Property

The new site will be located on the west side of Melrose Drive, approximately 2km from the airport terminal.

It is Melbourne Airport and Essendon Football Club's intention to create a "park" type environment that will foster interaction between local residents and the airport's activities. The precinct is being designed to include community use of one of the playing field when not being used by the club and access and use of a 1km running track. The amenity will be green and improve the visual outlook of the area.

A public meeting was held in February. Melbourne Airport will be submitting the plans to the Commonwealth Government as part of the formal approval. Throughout this process, the plans will be available to the public. In addition we will be holding another local community meeting. At this time.

Question: David Jennison - Can we find out more about Airport Drive

The Chair identified that this was an interesting project and that we should look at the project in detail another time

ACTION: To discuss Airport Drive at a future meeting. It is noted that this project is still at planning stages and will be presented to the CACG as the project develops.

5 Productivity Commission – Carly Dixon, Acting General Manager, Public Affairs

The Productivity Commission (PC) is currently conducting an inquiry into airport services. Following the inquiry, the PC will make recommendations to the Commonwealth Government in relation to the future regulation and monitoring of airport services as well as the scope and mechanisms for greater transparency and accountability in airport infrastructure provision and services.

The PC has conducted similar reviews in 2002 and 2006. These reviews, in addition to the annual ACCC monitoring reports, were established following the privatisation of Australian airports.

Issues under the inquiry include quality of aeronautical services, safety, abuse of market power and ground transportation.

Questions: Susan Jennison: Could we have a taxi queue for short trip taxi fares from the Airport.

Carly Dixon – This is an ongoing issue, which we are working to resolve.

ACTION: Melbourne Airport will report back to the group when a solution to the issue is resolved.

Chris Wood – There is currently a Government Inquiry underway, we would encourage public members to make submission, which close the end of June. More information is available at:

<http://www.taxiindustryinquiry.vic.gov.au/web36/home.nsf/headingpagesdisplay/about+the+inquiry>

Question – Sky Bus was mentioned a couple of times, what about rail?

Carly Dixon – We are supportive of working with the Government on the airport rail link. We are pleased with the Government's recent commitment to the feasibility study. We also have an easement set aside of rail access. This is the right time to be looking at the rail link, as studies show that for rail services are generally need passengers of 40 million annually to be sustainable. This is the appropriate time to be evaluating rail access as we currently have 27 million passengers annually and much planning and development will be required prior to the commencement of the rail.

6 Review of the Melbourne Airport Environmental Monitoring Units – Mark Cenin

Airservices Australia has undertaken a review of Melbourne's Environmental Monitoring Unit (EMU) locations. The EMUs capture noise data resulting from aircraft operations at Melbourne and Essendon Airports. The purpose of the review is to assess the performance of the EMUs, with optimal placement and configuration of the units vitally important to measuring the impacts of aircraft operations on the local community.

The report that is being distributed is a draft. This is being provided to both the Melbourne Airport and Essendon Airport Community Aviation Consultation Groups, and to the Melbourne Airport Noise Abatement Committee. Comment and feedback is sought from members of these forums, including from those groups and individuals that members represent. A consolidated report will be produced that captures both the draft document and the feedback received and will be taken back to the respective forums. This feedback process is an integral part of ensuring that Airservices Australia is meeting its obligations in regard to the monitoring of aircraft noise and its impact on the local community in Melbourne.

The community were concerned that the removal of the Keilor EMU. After much discussion, ASA confirmed that levels of Keilor Noise will still be measured.

Question: Was asked about the measuring of noise from take-offs and landings.

ACTION: Melbourne Airport will look into how this is measured elsewhere.

Questions: How is the data used?

We collate the data. Quarterly reports are released on the website. These reports and WebLinks

Is available at: <http://www.airservicesaustralia.com/aviationenvironment/noise/default.asp>

ACTION: Feedback on EMU paper required by 19 July.

ACTION: The paper will be available on the Melbourne Airport website, and through CACG members or by emailing community@melair.com.au

Following the presentation, the Chair thanked the public and Adjourned the meeting for 5 minutes until 7:20. Meeting Recommenced at 7:25

7 Reports

1. 7.1 Work Plan

The following major items were identified as areas of focus for CACG's work plan:

- Masterplan – Environment plan and Ground transportation plan
- Airport Drive
- Next Stage Terminal Drive
- Internal Road Networks
- Airservices fire training
- Armadale Road / Keilor Drive
- Ad hoc property development
- Proposed rail link
- The Old Cleanaway site (watching brief)
- State Government – Urban Growth Boundary and planning control
- Atwood employment land (Watch).
- Lobby state Government as a planning control –Identification of third runway.
- Best practice of Environmental Management into future development , what can be developed, gas omissions etc.
- Tullamarine landfill (watching brief).

ACTION: Chair and Secretariat to review, identify priorities and present at next meeting.

2. 7.2 Look and Feel – Jo Powell

A brand helps provide organisations with an identity. As an independent group and the need to be recognised within the community a Melbourne Airport CACG logo has been developed. This logo has been designed to reflect links with Melbourne Airport, but to be an independent proactive community group responsible for the aviation issues. The logo would be used on the website, in public adverts etc. 2 Logos were presented to the group.

The group AGREED that Option one would be adopted the logo.

8 Close

The meeting closed at 8:00 pm.

9 Next Meeting

The next meeting will be held at 6:00 pm on Tuesday 16 August 2011. The venue to be confirmed.