

## MELBOURNE AIRPORT



### COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 16 May 2023, 10am-1pm

Quest Melbourne Airport

---

#### Present

Name	Representing	Location-Role
Kim Jordan		Independent Chair
David Cleland	Community	Greenvale
Susan Jennison	Community	Community
Maggie Baron	Community	Kensington
Fonda Zahopoulos	Community	Moonee Ponds
Michael Canny	Community	Business owner
Margaret Giudice	Community	Keilor Downs
Fred Ackerman	Community	Taylors Lakes
Matt Faubel	Community	East Melbourne
Liz Beattie	Victorian Trades Hall Council	Trades Hall project officer
Petrus Barry	City of Moonee Valley	Manager Planning and Building
Justin Burgess	Brimbank City Council	Strategic Planning Coordinator
James McNulty	Hume City Council	Manager Planning & Development
Liam Stocker	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Regulatory Officer, Vic/Tas Airports and Economic Regulation
Dr Warwick Wearing	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Senior Policy Officer
Sarah Tittmann	Airservices Australia	Community Engagement Advisor
Neil Bain	Airservices Australia	Director Operations, Primary Aerodrome Services South & Chief Service Delivery Officer
Laura Brannigan	Melbourne Airport	Head of Master Planning
Natali Klasevski	Melbourne Airport	Government Relations Manager

Name	Representing	Location-Role
Andrew Lund	Melbourne Airport	Head Communication and Engagement
Dr Monika Schott	Melbourne Airport	Engagement Manager

### Apologies

Name	Representing	Location-Role
Kim Wickramariyaratne	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Assistant Director, Vic/Tas Airports and Economic Regulation
Megan Cusack	Rail Projects Victoria	Deputy Director, Communications and Stakeholder Engagement
Joanna Kormas	Department of Transport and Planning	Manager Statutory (Planning) Policy
Rachel Dapiran	Hume City Council	Director – City Planning & Places
Jane Waldock	Community	Northcote
Edward Martin	Melbourne Airport	Head of Government and Policy
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Stephen Pykett	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy
Hannah Johnson	Airservices Australia	Community Engagement Advisor
Tim Gill	Airservices Australia	Community Engagement – Senior Advisor

## 1. Introduction

Kim welcomed and thanked all for attending the meeting.

Kim acknowledged the Traditional Owners of Country and paid our respects to Elders past, present and emerging.

Great to have representatives from the City of Hume back in the CACG.

Members went around the room to introduce themselves as there were new members attending.

### Apologies

As above.

## 2. Confirmation of Minutes

Circulated 17 March 2023 — minutes accepted

A request was made that when any changes are made to the minutes after being distributed to members, that they are highlighted for ease of reference.

## 3. Update on action items

Jobs at Melbourne Airport and the proposed visitor centre: updates will be given during the Community presentation.

ICAO & noise: Tim Gill will present for the next meeting.

Hume representation: James McNulty and Rachel Dapiran from Hume City Council will alternate to attend CACG meetings.

Emails for CACG members: through Melbourne Airport is not practical. CACG can revisit the original suggestion of setting up through gmail and CACG identifiers, e.g. KJordanCACGMA@gmail.com

Social impacts of runways: Work is progressing with Victoria University. It is proving difficult to find work only on new runways, it tends to be on infrastructure developments more widely.

General comment made that Andrew's update from last CACG was very good and insightful.

### Late items for discussion

None

## 5. Melbourne Airport updates

### A. Operations, Andrew Lund

Singapore Airlines resuming A380 flights to Melbourne today. Aircraft has been taken off flights to Frankfurt and New York. 475 seats allow for an increase in passenger capacity. Singapore Airlines now at 100% of pre-Covid capacity into Melbourne.

Cebu Pacific has resumed flights to Manila from Melbourne using high capacity A330neo (460 seats).

Qantas launched direct flights to Jakarta and resumed flights to Tokyo (Haneda).

Vietnam Airlines announced direct flights to Hanoi from June. Four airlines now flying from Melbourne into Vietnam. Lots of students attending RMIT in Vietnam.

We have welcomed back six Chinese carriers – only one (Xiamen) operated throughout Covid: Xiamen Airlines flying 3x weekly to Xiamen (Daily from end of May); China Eastern flying daily to Shanghai; China Southern flying daily to Guangzhou; Sichuan Airlines flying 3x weekly to Chengdu; Air China flying 3x weekly to Beijing; and Beijing Capital flying 3x weekly to Qingdao. By March, we will have 26 weekly flights to Chinese destinations and by the end of June, we'll have seven Chinese carriers flying back into Melbourne.

Bonza began flying from Melbourne on 30 March. Eight routes out of Melbourne, Mackay will begin next week. Seven of the routes have not been flown previously. Some routes are working better than others so we may see an increase some routes and a drop of others. New 737 max aircraft being used. Two planes each in Melbourne and Sunshine Coast. Melbourne Airport's vision is to

create connections that matter. Melbourne offers more domestic seat capacity to Perth, Adelaide, Tasmania and Canberra than any other airport in Australia.

Domestic capacity remained constrained over Easter holidays with higher fares keeping demand level. The delivery of Virgin's new 737 MAX aircraft has been delayed, resulting in Virgin launching flights to Japan using older planes.

Qantas has started retiring its 717, which are 20+ years old and very noisy. Moving to new Airbus A220 aircraft.

Passenger numbers are as follows:

### **Feb 2023**

- Domestic: 1,653,056; International: 659,641
- Total (ex transits): 2,312,697 — 100% increase from Feb 2022 and 19% down from Feb 2019

### **March 2023**

- Domestic: 1,990,032; International: 721,496
- Total: 2,711,528 — 57% increase from Mar 2022 and 12% down from Mar 2019

### **April 2023**

- Domestic: 1,936,860; International: 773,645
- Total: 2,710,505 — 20% increase from April 2022 and 13% down from Apr 2019

Challenging past three years for the aviation and tourism industry. Overall, we're at 88% of pre-covid (Jan 23 v Jan 20) passenger numbers. We're about 89% recovered in domestic and 82% recovered in international. Like many airports, we are experiencing challenges in the supply side.

### **Overlay maintenance**

Asphalt pavement on overlay maintenance now completed (last shift was 12 May). Asphalt grooving works and on pavement lighting works continue, however are delayed due to environmental approvals. This has now been received. Main runway closures extended until end of October 2023. Limited additional closures until mid-February 2024.

### **Taxi touting**

Increased number of passenger complaints regarding taxi touting and unethical behaviour such as charging ridiculous fares.

Enforcement is the responsibility of Commercial Passenger Vehicles Victoria (CPVV) Authorised Officers. Melbourne Airport working with CPVV to address issue.

Terminal announcements and signage being updated to increase passenger awareness and direct them to designated taxi zones.

Comment: taxi drivers won't take a short fare to western suburbs. Issue needs to be looked at.

Susan tried to encourage a short distance taxi zone for those travelling local. The number of men touting outside is incredible and intimidating.

Airport employees with ASICs are touted, and sometimes abused for asking touters to move on.

Comment: Sydney and other airports have a system that allow drivers to return directly to the terminal within a certain time without having to 'go to the back of the queue'.

Question: Where are Ubers located to collect passengers?

Outside T2 and T4. These were established based on passenger feedback. Ubers are now curbside and makes for better safety for passengers.

The one taxi rank that has disappeared is a permanent change. But it is reviewed regularly.

Comment: from personal experience, it's a long walk to T4. Perhaps it's also an ongoing way finding and signing issue.

Question: Is it possible to find an E-solution as well as physical mapping and signing?

Arriving international passengers may not have their IT ready to log in (although there is the free airport wifi), so we need both solutions. E-maps are being developed at the moment for passengers with disabilities.

## B. Planning, Laura Brannigan

Draft MDP for the third runway (and Supplementary Report) submitted and remain in consideration. Waiting for DCCEEW and Minister King's advice/decision. Going to take longer than we hoped as the Airport's Environment team and DCCEEW still talking and tending to assurance work around offset management and PFAS.

Question: Any idea on timing?

- Not defined. Minister can stop the clock and request information from Melbourne Airport. Hope to have a decision in quarter three of 2023.

Airport Rail project is paused waiting for state budget to clarify Government's position. Working framework with state government lapsed on 30 April.

Construction planning and coordination of Elevated Roads Stage 2 progressing over coming months. Works coordination with Airport Rail no longer necessary.

Melbourne Airport lodged a detailed Terms of Reference submission on the federal Aviation White Paper. All 200+ submissions made public last week. White paper resources available at:  
<https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-white-paper>

Action from previous meeting: rationale for shortening runway 09/27 and its future use.

Melbourne Airport has concluded, through a process of assessing options and alternatives, that Runway 09/27 must be shortened by approximately 346 metres. This change to infrastructure is proposed as an early element of building the third runway, if approved. At a revised total length of 1,940 metres, Runway 09/27 remains capable of supporting very similar operations to its current use.

Significant disruption, costs and risks to the airport's resilience outweighs any benefits to extending Runway 09/27 to the east and/or west with a third runway. The 2022 Master Plan safeguards the future extension of Runway 09/27. Need and timing for these developments will continue to be reviewed through the Master Planning process.

Melbourne Airport undertakes to explore additional operating modes and noise modelling into the continuing design of a third runway to deliver optimal outcomes for the community.

In the draft MDP, we included additional information concerning Runway 09/27 as an Appendix to Chapter E4 (Runway Operating Modes) to respond to specific queries raised during consultation last

year. Looked at topography and configuration; operational capability of reduced length; procedures and utility in the three runway system; and the 'ultimate' four-runway layout.

People asked in submissions: why shorten it, why not stay as is? Geographical constraints and operational resilience all factor (third runway elevation needs are specific, and to match those 09/27 would need to be partially demolished and raised – which would leave the airport with a single runway for extended period) but do not preclude lengthening in future.

What does that mean for noise? The project deliberately focused on representing traffic density using north-south runways to avoid under-representing those impacts. Unfortunately this meant that 09/27 is under-represented in operating scenarios. This result from consultation has been noted and will be promoted in detailed airspace design – use of 09/27 to share noise when traffic allows (particularly at night).

Comment: 15 years ago, if the runway was shortened, it was going to create more noise for Keilor.

- There may be several reasons for that statement – M3R is latest and best possible representation of forecast noise for proposed layout and operations.

We've looked at introducing various options to use runways so the new runway may not have to be used so often.

Question: Could the new runway be moved 300 metres west?

- A range of locations were tested for viability – geographical constraints and optimal infrastructure layouts landed on proposed location as optimal.

Question: Does the 300 metre reduction have any impact on Rwy 27 arrivals trajectories, and therefore on noise to the east? Ie are aircraft likely to be landing closer to the eastern end than they do now?

- Laura: not substantially – our modelling of current and projected operations show that runway use will not be significantly reduced. The approach configuration of runways 09 & 27 (flight path altitudes, speeds, etc ) will not noticeably change.
- Neil: it also always depends on the aircraft type, weight, height, etc.

Question: Will the difference in 09/27 require change to cross/tailwind tolerances?

- The current limitation of 5kt has been used for all M3R design. Increase of this requirement could/would increase accessibility of some modes (and a case was made for this in BNE) but is a matter for Civil Aviation Safety Authority as it is a flight safety control.

Question: There is some restriction on the use of the east-west runway, but how much?

- Very little restriction. Most very large/heavy aircraft already can't/don't use it. These aircraft preference the longer north-south runway and take off to the north where possible.

## C. Community, Dr Monika Schott

Upcoming community pop ups include:

Thursday 18 May: Melbourne Airport Jobs Fair, Melbourne Airport, 2-6pm. 1500 jobseekers registered to attend and 40 contractors recruiting for over 1200 jobs over two, two-hour sessions. Bus tours of business park and in-terminal walking tours will also be available. Open to everyone but working specifically in partnership with Brimbank, Hume, Darebin and Merri-bek councils who have

been promoting the jobs fair and Hume is supporting on the day. Our aim is to support locals gain employment at the airport. Accessing the airport by public transport has always been tricky but it's time to have the jobs fair on site. Jobs on offer will range from entry level to professional. Jobs Victoria and Services Australia will be at the jobs fair to support jobseekers, as well as Kangan Institute.

Saturday June 3: Viewing area on Sunbury Road, 12-3pm.

Saturday 29 July: Keilor Football Club home game, Joe Brown Reserve, Keilor, 11am-5pm.

August: Farmers market in Altona or Woodend- date not yet set.

Partnership with Victoria University being established and discussion around exploring various projects and initiatives. CEO Melbourne Airport and Vice-Chancellor met to discuss signing an MOU at the request of CACG member, Liz Beatie. More details at the next meeting.

Newsletter 3 was delivered to the community and Newsletter 4 will be developed and distributed after Minister King has made her decision on the third runway. The new Community Engagement Coordinator will likely begin in June.

Looking at a preferred site to establish an airport visitor information centre, with designs, costings and practicality of site. At this stage, little is known other than the centre should have two rooms to be used as separate spaces and that it shouldn't be round in shape. A mound of some kind should be beside it to allow for elevated views outside of visitor centre business hours.

Temporary portable noise monitors

Monitors are currently installed in Keilor, Sunshine and Bulla. Keilor and Sunshine are providing good data, but Bulla location may be a bit far away from existing flight paths to be of use. Currently waiting to hear from Airservices about when data can be connected into live Webtrak system.

Informed six near neighbours of the new second solar farm. The new solar farm will produce 7.5 megawatts of energy. Further details can be found at:

<https://www.melbourneairport.com.au/community/solar>

Looking to further develop the schools' program over the next phase of community engagement, focusing on primary and secondary schools, and women in non-traditional careers such as aviation.

## **6. Guest presentations**

### **A. Department of Infrastructure update, Liam Stocker**

Melbourne Airport's Third Runway Major Development Plan (MDP) draft and the supplementary report used to assess it is with Minister King, who is the ultimate approver. The department therefore cannot provide an update on or discuss it specifically.

Legislation applicable for master plans and MDPs is available at [www.legislation.gov.au](http://www.legislation.gov.au), under the Airports Act and Airports Regulations.

If members of the public have given written comments about the preliminary draft MDP an airport must submit a supplementary report showing it has had due regard to those comments in preparing the draft plan. It must demonstrate:

- the consultation strategy undertaken in preparing the plan
- the submissions received

- discussion of key findings or issues resulting from consultation
- changes to the preliminary draft following public comment
- justifications for why changes are not made following public comment.

Due regard is assessed through an independent review by the Department, which considers:

- What was the consultation strategy and did consultation meet the requirements of the Act? Was it effective?
- Has the airport adequately captured the themes and concerns received and categorized them appropriately?
- Has the airport's position on themes/issues been clearly articulated and how does this respond to community concerns?
- Have changes been made to the document? Where and why/why not?
- Is anything planned to address concerns going forward?

The Minister can request additional information to inform a decision.

A draft MDP may be approved subject to one or more conditions. Examples of conditions publicly available can be found at <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/airports/ministerial-decisions>

Question: is the Supplementary report released to the public?

- Supplementary reports are not required to be released, and are generally not. However, Melbourne Airport has made a commitment to make the report available to the public at the end of the assessment process.

Melbourne Airport may be required to provide more information. The Minister may stop the clock during the 50 day review period and ask for extra information to be supplied.

Conditions don't imply there was a lack of detail or failure of planning in the draft MDP, they are usually outcomes based and mean further demonstration of conformance with the Airports Act would support the consideration.

Warwick commented that it's good to listen to concerns from surrounding communities. The Minister is keen on knowing and takes the supplementary report seriously. Minister considers concerns of the local government areas.

## B. Report, Sarah Tittman, Airservices Australia

### Noise information

Essendon monitor missed one hour on 7 March due to bad data and Bulla missed 116 hours from 27 to 31 March due to hardware issues.

Aircraft movements at Melbourne have plateaued from February to May 2023, indicating recovery from Covid is stabilising.

Check Webtrak and Aircraft in your Neighbourhood for who flies in and out. You can click on the aeroplane symbol on Webtrak and submit an enquiry to ASA on what was happening at any given time. [WebTrak : Melbourne International Airport \(emsbk.com\)](https://www.emsbk.com)



71 individual complainants received:

- 100 contacts with NCIS
- 43 new complainants

47 suburbs recorded complainants:

- Attwood –7
- Keilor& Keilor East –4 each

—34 suburbs recorded a single complainant

Of these, standard flight path movements related to:

- Runway 34 ARR –10
- Runway 27 ARR –10
- Runway 16 DEP –9
- multiple runway directions –4
- Runway 27 DEP –4
- Runway 09 DEP –2

Others related to runway works:

- Runway 27 ARR –4
- Runway 09 DEP –9

Others related to night movements

- Runway 34 ARR –4
- Runway 16 DEP –3

Online noise report is available at: <http://www.airservicesaustralia.com/aircraftnoise/airports> - select Melbourne and then select complaints. January to March 2023 is now available.

April saw an increase in complaints due to runway overlay maintenance works. These will possibly ebb and flow until February next year. Attwood had five complainants. These can be matched with runway works. Two complaints in Keilor related to military flights. Four complaints in Keilor East due to regular operations.

Question: do you differentiate between enquiries and complaints?

- No, they're all boxed together.

Comment: People may simply be interested and asking a question, yet these are regarded as making a complaint.

Question: Does the graph including covid?

- Yes. It's not quite accurate of aircraft movements because lockdown for two years meant there were no flights or complaints. This skews complaint data.

Avalon Airshow aircraft at MEL: Two F22 Raptors and a refuelling aircraft called into Melbourne Airport after the airshow. Technical issue with the refuelling aircraft meant they were on the ground for a few days. Their departure was loud.

## Continuous Descent Operations

Neil: Continuous Descent Operations (CDO) is part of a global aviation plan, and establishes a descent order prior to the top of descent. If there are airborne delays (i.e., holding), the goal is for aircraft to incur this delay before leaving cruise altitude so that pilots can then fly an uninterrupted (no controller intervention) idle cruise descent into capital city airports.

Every nation participates in improving aviation around the world. Prefer to have delays on the ground rather than in the air, which reduces greenhouse emissions and saves fuel. The aim is for a plane to start its descent and continue until landing. Holding up high and gliding in gradually, e.g., 20,000 feet, is more fuel and noise efficient, reduces emissions, than changing descent. It's quite a big puzzle that's happening around the world. Australia sitting mid-range- behind in some nations and ahead of most. Australia has a high density of air traffic but a lot of space to manage it. We manage 11 % of world's airspace.

Melbourne's initial trial began in December 2022 in collaboration with airlines. It was conducted for arrivals from Canberra and Sydney. The next phase will occur later this year and details are still being finalised (location, routes etc.).

Question: Given the CACG's interest as a community representative group, what community consultation has occurred? How are potential impacts of significance determined/consulted on?

- Trial on one air route Canberra to Melbourne is in consultation with airlines only. Points will move closer to the airport and consultation will occur at the end of the month.

The purpose of the trial is to help measure expected benefits of CDO operations before implementing as business-as-usual procedures. Aim is for:

- a reduction in carbon emissions (high level of confidence)
- fuel savings (high level of confidence)
- reduced travel delays
- enhancing passenger experience for a smoother descent into the arrival port
- enhanced management of delays prior to descent with improved accuracy of arrival times
- reduced pilot workload by removing manual handling of aircraft.

Comment: Biggest impact is a reduction in cost, which is not so important to local communities, more so to industry. We'd like to better understand tracks and impacts to communities. For example, are aircraft more likely to be taken off track for delays and could that affect noise?

- No, the aim is that aircraft stay on published tracks more than they might do now.

Question: Is there a reduction in descent time?

- No, not really.

Comment: there is benefit to the overall community environmentally.

Theoretically, there may be a benefit that noise may be reduced. We're contemplating this and as something that can be measured.

Question: How long will the trial go for?

- Not sure. Will report the next phase of trial to CACG. Currently, it's ongoing.

An update, including on what predictive sequencing options are trialled to manage airborne delays, will be provided at the next CACG.

Laura requested that APAM be included as a party to all future flight path trials/changes related to Melbourne Airport, as the airport has a key interest in potential and actual impacts in the community.

## **7. Other business**

Kim noted Natali is moving to a new position so this is her last meeting. Kim thanked Natali for her excellent contributions to CACG meetings and wished her well from the group.

### Resignations

Jim Laussen: retired as Principal of Overnewton College and has since taken up a role at Shepparton.

Irene Stokes: work commitments made it too difficult for her to attend meetings. We now have three vacancies on the CACG with Henry Lam resigning last year.

Kim emailed the new Overnewton Principal but has had no response as yet. Fonda will check with the Principal at the upcoming board meeting.

Monika and Kim spoke with Victor Ng (recommended by Henry). Victor lives in East Gippsland. He works for local government as a planner and travels often. Victor could provide a regional perspective. It was agreed to ask Victor to join CACG.

Other potential representatives:

A representative from Keilor Primary School would be good to have on the CACG. Fonda will chat to Kim about approaching the primary school. St Augustine Primary School in Keilor could also be approached to become a member.

A representative from Maribyrnong Council? Natali has been trying. Maribyrnong provided a detailed submission to the MDP for the third runway. Justin has worked there in the past and will talk to someone there.

Interested to hear of any other nominations members may have, people with relative experience or impact. Depth of discussion and questions over the past months has been rich. Body of expertise and knowledge should continue to be broad, with wide experience.

### Visitor Centre

The preferred Visitor Centre site is beside the Sunbury Road viewing area but needs to sit outside PSA (public safety area). The Airport still needs to talk to Hume, VicRoads etc., to make sure it all works. Already a popular area for plane spotting, with a good view over to the airport and terminal, has good passing traffic, and is close to the third runway site to facilitate visits (if approved). The ice cream van is well established there, and its owners have been maintaining the area. Still a lot of boxes to tick, it needs to facilitate a lot of things. It has a great outlook to the city and could be developed for corporate and public use, education too. It's a useful place for talking to community, particularly in explaining noise, and for education.

### Noise as a standing agenda item

Opportunity to look at a wider range of noise topics: what are other communities and airports doing around the world; aircraft noise breaches. Improvement; improvement in aircraft technology. Noise doesn't go away and is a big issue for community.

Comments were to keep as a standing agenda item and to set some broad topics to be covered, e.g., 711 aircraft ceasing is an important milestone and information is not easy to find.

Members to come back to Monika with ideas, who will find information or speakers.

#### Airservices draft Engagement Standard

Kim received no notification as Chair of CACG from Airservices about the draft Engagement Standard and opportunities to provide comment. Noted there is face-to-face consultation about it in June. Feedback is required before the next CACG meeting so if members want to make a submission the group will have to get together in the next weeks.

#### Airport community survey

Question: Is there a survey of community done? Perhaps add a survey to newsletter?

There was discussion about what could be asked, what would be the point of it. Perhaps are people feeling like they're being kept up to date? Need to think about what we would survey. Possibly community survey is being a good neighbour.

#### Newsletter

To date, newsletter feedback has been around needing to translate it into Italian, questions around why people were receiving it, and requests not to receive it. There is perhaps a need to add a line on how and why the newsletter is delivered (maybe alter the introduction). The newsletter has clear details on ways people can provide feedback.

## B. Actions

See summary below.

## 8. Close

Meeting closed 1.08pm

Next meeting 15 August, 10am at Quest Melbourne Airport.

## 9. Summary of actions

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
16/05/23	Members to decide if they'd like to take up the Gmail option	Kim	August 2023 meeting	
16/05/23	Follow up on Maribyrnong re-joining	Monika?	August 2023 meeting	
16/05/23	Follow up on CDO trial	Neil/Tim	August 2023 meeting	
21/02/23	Hear more about the challenges of other Victorian airports	Joanna	August 2023 meeting	
21/02/23	Include an update on addressing jobs deficit as a standing item	Monika	August 2023 meeting	Include following Operational Update from August

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
21/02/23	Sourcing a speaker on social impacts of runways for a CACG meeting <b>Note May 2023:</b> Accepting coverage of a wider subject would make this easier	Monika	ASAP	
21/02/23	Add visitor centre to next agenda for discussion	Monika	Ongoing as planning progresses	
21/02/23	Provide information on ICAO for next meeting	Tim	August 2023 meeting	
21/02/23	Update on implementing recommendations, submissions and how they're addressed	Kim W	May 2023 meeting	<b>Closed</b>
21/02/23	Follow up for Hume representative to attend CACG meetings	Nat		<b>Closed.</b> Hume has re-joined

## 10. Attachments

Department Melb CACG presentation 16 May 2023

Airservices Australia - YMML CACG Update May 2023 FINAL

230516 CACG May 23 presentation