

MELBOURNE AIRPORT



COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 26 November 2019, 10am-1pm

Park Royal Hotel – Melbourne Airport

CACG Members

Present:

Name	Representing	Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
David Cleland	Community	Greenvale
Peter Hurst	Community	Attwood
David O'Connor	Community	Diggers Rest
Susan Jennison	Community	Keilor
Liz Beattie	Victorian Trades Hall Council	Trades Hall project officer
Cr Jack Medcraft	Australian Mayoral Aviation Council	Hume Councillor, City Development portfolio
Michael Sharp	Hume City Council	Director of Planning & Development
Petrus Barry	Moonee Valley City Council	Manager Statutory Planning
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Catherine Hunichen	Brimbank City Council	Principal Strategic Planner
Robyn Leece	Airservices Australia	Acting Director Operations Terminal Melbourne.
Paige Ricci	Melbourne Airport	Community Engagement Advisor
Rosie Offord	Melbourne Airport	Head of Infrastructure Planning
Tony Brun	Melbourne Airport	Head of Planning – Major Projects
Tony Clark	Virgin Australia	Base Manager – Melbourne Flight Operations

Name	Representing	Role
David Kirkland	Department of Environment, Land, Water and Planning	Manager Planning Services
Liam Stocker	Department of Infrastructure, Transport, Cities and Regional Development	
Michael Joost	Department of Infrastructure, Transport, Cities and Regional Development	

Apologies:

Name	Representing	Role
Kathryn Kominek	Department of Infrastructure, Transport, Cities and Regional Development	Assistant Director, South East Airports and Economic Regulation

1. CACG ORDINARY BUSINESS

Welcome and apologies

- The chairperson welcomed everyone to the meeting.
- Apologies were noted as listed above.

Confirmation of August 2019 meeting minutes

- The chair noted the minutes were **AGREED** and **CONFIRMED** by the group via email and were now online.

List items of other business

- David O'Connor – brought a series of emails to the attention of CACG from a community member in Diggers Rest regarding a number of complaints of aircraft departing Melbourne Airport.
- David O'Connor – raised a number of questions on behalf of the Hume Residents Airport Action group relating to the Melbourne Airport Environs Overlay and the National Airport Safeguarding Framework.
- David O'Connor requested that an engagement activity be held in Diggers Rest to discuss the third runway.
- Susan Jennison – raised a number of questions regarding the third runway.

- Fred Ackerman raised a series of questions: Community Consultation - clarification regarding consultation and information (briefings); Rail to Melbourne Airport – update; Wait Zone – capacity; Celebrating Christmas at Melbourne Airport - arrangements

2. CACG reports

Aviation update

Melbourne Airport experienced a busy start to spring handling more than 3.1 million travellers, while adding two new destinations to its schedule.

Domestic passenger traffic saw the biggest uplift rising by 1.5 per cent compared to September 2018 and overall traveller numbers rose by 0.4 per cent compared to the same time last year.

Asiana Airlines, a new carrier for the airport, announced a non-stop seasonal service to Seoul with flights launching in December, while Jetstar announced a new on-going service to Busselton commencing in 2020.

While in August, Victoria’s visitor economy held strong in the face of growing economic uncertainty. Melbourne Airport’s passenger numbers for August show visitation stabilising after going backwards in July. The airport recorded more than three million passengers through its doors in August, up 0.5 per cent compared to the same period last year.

The biggest jump was in the international passenger market, with more than 947,000 people travelling on an overseas service, a growth of 0.7 per cent compared to August 2018. Domestic numbers also increased by 0.4 per cent, hitting 2,171,265.

T4 Express Link

The Federal Minister for Infrastructure, Transport and Regional Development has approved the Major Development Plan for the T4 Express Elevated Road.

Construction is due to start by the end of this year and is expected to be completed by the end of 2021.

The T4 Express Elevated Road is the first stage of a two-stage project which will address growing traffic congestion.

The elevated road network will separate public traffic from commercial transport operators. The project will create a more streamlined exit from the Tullamarine Freeway catering mostly to T4 domestic travellers who will no longer need to navigate around a number of roundabouts and busy intersections to make their way to the pick-up, drop-off and parking facilities.

The T4 Express Link works will largely be constructed away from the Tullamarine Freeway to reduce impacts on the travelling public. Some minor disruption is expected within the Long Term Car Park during construction, and critical works such as the lifting of concrete bridge beams will be undertaken overnight to further minimise impacts on motorists and airport passengers.

The project will assist in boosting the capacity of the existing road system, as travel demands at Melbourne Airport are expected to increase significantly in the future.

T4 Travelators

Works have commenced to install travelators along the cross-concourse between T4 and Pier-G that will help the movement of passengers.

Four travelators will be installed in a staggered configuration. The configuration allows for two travelators to be used by outbound passengers, with the other two for inbound passengers.

T2 Arrivals

The T2 Arrivals Hall is undergoing a makeover that will provide our international visitors with a true Melburnian welcome. The upgrade will significantly improve the arrivals experience for our international customers as they exit from immigration into a modern arrivals hall.

The new space has been carefully planned to increase the amount of traveller seating and circulation space, with better wayfinding throughout the area. It also provides greater connectivity between Terminals 2 and 3.

Hidden Disabilities

Airports are big, noisy and a sensory overload for most of us; even more so for those with hidden disabilities.

To help alleviate the stress often experienced by those with a hidden disability when travelling, Melbourne Airport launched its Hidden Disabilities program in September. The program will help those who are managing anxiety, depression, and autism or hearing loss.

The journey to deliver this program began two years ago when a Melbourne Airport staff member volunteered to create a business case. The trained Primary School teacher with a major in disability studies had also worked at Jetstar and witnessed firsthand how poorly the airport community assisted those with a hidden disability.

Another staff member joined the program, as they have a son on the autism spectrum and understands firsthand the experience of travelling with a hidden disability.

Over the last two years and with a grant of \$30K the team, in consultation with families travelling with children who have a hidden disability, ASPECT (Autism Australia), Border Force, Quarantine, ISS Security, and many others, have created Social Stories, Sensory Maps, and a Lanyard ID program.

The sensory maps and social stories are currently only for T2. However, they are now working to extend the program to cover T1, T3, T4 and the car parks.

Also, part of the T2 Expansion Project space has been secured for what will be the first Sensory Room in an Australian Airport.

The ultimate aim of this project is for there to be a best practice model for all Australian airports, and a standard lanyard to ensure a consistent approach from the start to the end of their

journey. The team are working with the Australian Airports Association (AAA) and other airports to make this a reality.

Neighbourhood House Grants Program

Launched in May 2019, the Melbourne Airport Community Grants for Local Neighbourhood Houses is a key component of the airports expanded community investment program. More than 30 neighbourhood houses submitted applications this year.

\$100,000 has been awarded to 10 local Neighbourhood Houses to fund established and change-making programs in the areas of employment and education.

Boarding Pass Music Festival

This Christmas, Melbourne Airport will present the inaugural Boarding Pass Music Festival, running from 13 December to 20 December 2019.

Featuring around 16 wonderful young Melbourne-based performers and songwriters, the festival will establish Melbourne Airport as a rival to other major airports in cities such as Austin, New Orleans, and Nashville in making a commitment to supporting local talent.

Scheduled to coincide with high traffic periods at the Airport the line-up of live performers has been carefully curated to provide mood-enhancing sounds and often surprising performances, which will provide a memorable experience for travellers and airport workers alike.

Airservices Report (5.2)

Presentation circulated to CACG members.

Robyn spoke about the new educational videos available online as well as the introduction of a new noise online reporting system which will come into effect in Melbourne in the new year. Sydney is already online and can be viewed here: <https://aircraftnoise.airservicesaustralia.com/complaints/>

Susan Jennison again asked about a noise monitor for Keilor Village – Robyn said she was unaware of the request.

CACG topics for discussion

Third Runway – Tony Brun

Tony provided CACG with an overview of the history of runway planning at Melbourne Airport. He detailed what led to the planning review and the ultimate outcome of that review. He also outline the next steps in planning for the third runway. Presentation circulated to CACG members.

Susan Jennison asked if the airlines were happy with crossing a live runway. Tony said Melbourne Airport was still having discussions with airlines but they are comfortable with it and believe it can be safely and effectively managed.

Susan Jennison asked if the existing east-west would be widened or lengthened. Tony responded that Melbourne Airport has not made a decision on the widening and lengthening of the east west. He noted that was the plan when the third runway was in an east-west orientation.

David O'Connor asked if Melbourne Airport acknowledges the green wedges, then why can't a curfew be put over Keilor. Tony said airlines need certainty of operation at critical times and that Melbourne Airport's 24-hour operation allows us to operate as an international and freight hub. Tony said Melbourne Airport was looking at SODPROPS (simultaneous opposite direction parallel runway operations) for the parallel runways, which would effectively provide respite over the southern suburbs on most night of the year. SODPROPS is being discussed with Airservices Australia.

David O'Connor: Does that then compromise the future of the green wedges, based on the fact that you are putting flights over it at night to achieve what you've just said you want to achieve? Tony replied that the green wedges are an important area for Melbourne Airport as they safeguard airport operations but also allow Melbourne Airport the ability to look at providing respite for southern communities particularly at night, when the weather conditions allow. It's important that Victoria protects the green wedges to the north and the west, despite pressure to expand the urban growth boundary.

Liz Beattie asked for clarification on the sequence of the proposed north-south and east-west runways. Tony said it became quite clear in the planning review that if Melbourne Airport proceeded with an east-west runway, as the third runway, then a north-south runway would be required within 5 years. He said that would be to ensure the system had capacity and resiliency.

Catherine Hunichen asked if the environment process would be under the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. Tony said the MDP (Major Development Plan) was equivalent to the EIS (Environmental Impact Statement) process and under that we address the EPBC Act, whereby the Federal Minister for Environment becomes a referral authority.

Catherine Hunichen said, however, under the EPBC applications can go down an inquiry path, but that's not the case with an MDP. Tony said that was correct. Catherine said this highlighted the differences between state and federal planning and communities' ability to have independent reviews.

Susan Jennison commented that she believed in 1990s there was a curfew on Melbourne Airport as reported in the minutes from the Brimbank Noise committee. Tony said Melbourne Airport has never had a statutory curfew.

David Cleland asked given capacity constraints at Melbourne Airport was there any way to shorten the planning period for the third runway. Tony said the timeframe sounds like a long time, but it's very compressed. He said a significant amount of work was needed to inform the MDP and a significant amount of work would be required if the MDP was approved.

Petrus Barry asked what impact the orientation change would have on Essendon Airport. Tony said we are working together, along with Airservices, to work out how the airspace at both airports will work together. That process and the work around the airspace will be included in the Major Development Plan.

Susan Jennison commented that Master Plan 2018 was no longer valid.

ACTION: Discussion on state and federal planning to be organised for CACG in 2020.

2018 Master Plan – Tony Brun

Melbourne Airport has two options available to update the approved 2018 Master Plan. During the consultation period for the 2018 Master Plan, CASA required us to address the crosswind issue, which gave us the flexibility to include in the Master Plan that the next runway to be built would be based on an analysis of crosswinds and other regulations. That effectively give Melbourne Airport the ability to consider it within that Master Plan. Melbourne Airport believes the Master Plan will either be subjected to a form of amendment or a new Master Plan and that is something we are working through with the Department of Transport, Infrastructure and Regional Development and the period of public exhibition for a new or amended Master Plan will be held concurrently to the Major Development Plan for the third runway.

CACG Chairs Forum – Kim Jordan

Kim spoke about the CACG Chairs Forum she attended in September. She said all of the Chairs from the CACGs across the country were in attendance. Discussions centred around airport operations, Safety, Federal Government updates, Airservices updates, PFAS and Uberair.

Kim highlighted a couple of key points:

- * NASF review – CACGs not formally invited to provide input although it was mentioned at the forum
- * PFAS – interesting how much it is discussed at various CACGs
- * Disability access- how airports are meeting expectations

Kim said while she found the forum useful, she (and other Chairs) were disappointed at not hearing more from other CACGs or having the opportunity to discuss community engagement.

She commented the presentation on Brisbane's third runway consultation was excellent and she was keen to get them to attend Melbourne's CACG meeting.

Aircraft Viewing Area – Paige Ricci

Paige informed CACG that the airport viewing area on Sunbury Rd would temporarily close while the airport's solar farm is under construction.

She said the viewing area would be used as a construction staging area and would close at the end of January for 12-18months.

A survey would shortly be sent to community to have their say on what they wanted to see included in the viewing area once it was reopened.

Paige said it was likely the viewing area would move from its current location to another along Sunbury Rd, but in the same vicinity.

Other business – Kim Jordan (Chairperson)

CACG Meeting dates 2020

Tuesday, February 25, 2020

Tuesday, May 12, 2020

Tuesday, August 25, 2020

Tuesday, November 24, 2020

ACTION: Circulate calendar invites with dates for 2020 to all CACG members.

Questions:

David O'Connor:

1. Melbourne Airport is aware the Victorian planning Scheme and the Melbourne Airport Environs Overlay has the ANEF noise contours from the 2003 master plan. One example is the significant number of planning permits being approved in the vicinity of Camp Road, Broadmeadows. Council inform us these permits are not affected by the 2003 noise contours. The continuance of the curfew free status Melbourne Airport enjoys is at risk, given the overall outcome of residential planning around the airport in-consistent with the National Airport Safeguarding Framework principles. A key recommendation from the independent review of the current four runway plan of 1990, by PD Technologies (USA) said, "To require all subsequent evaluations of noise impact to tabulate the area of undeveloped residentially zoned property, as well as dwelling units within the ANEF 25 contour. This will help to call attention to and describe the magnitude of the effort required to achieve total compatibility."

Has a tabulation of un-developed residential properties and dwellings within the ANEF 25 when the four parallel runways were adopted?

2. The application of the Melbourne Airport Environs Overlay has failed to ensure residential development is in-consistent with the ANEF noise contours for the ultimate planning forecast and the principles of the National Airport Safeguarding Framework thereby many residential dwellings may not be compliant to AS2021 standard leaving people exposed to aviation noise impacts.

Does Melbourne Airport propose to commence a home noise insulation program at address this policy failure?

3. As part of the new runway development plan, will Melbourne Airport include residents within the Diggers Rest catchment an opportunity to participate during the consultation phase, in particular, a community session hosted in Diggers Rest?

Paige Ricci – Happy to take the feedback on-board and if CACG recommended that particular areas be involved because there was a level of interest, then Melbourne Airport would work that into the engagement plan.

Susan Jennison commented that there was a lot of distrust and distress in the community regarding the third runway orientation change. She said the community was rallying to look at all options and is currently considering next steps and actions.

Jack Medcraft: Bulla bypass – Jack contacted Melbourne Airport to organise a meeting to discuss the Bulla Bypass. Haven't heard from the airport regarding the meeting asked Paige Ricci to follow-up. Jack stressed the importance of the bypass, given traffic conditions would worsen as residential development along Sunbury Rd, Lancefield Rd will occur over the coming years.

Fred Ackerman:

4. Community Consultation - clarification regarding consultation and information (briefings) – encourage Melbourne Airport to consider the language it uses when communicating its engagement activities. Fred asked the airport to be clear in the intent of engagement and not use the word consult, when it should be inform. He has received feedback from community following the airport's engagement around third runway and community experiences and perceptions are different from the e=intent of the activity.
5. Rail to Melbourne Airport – update – Is there any update on the rail project, given the media surrounding the project of late?

Rosie Offord – no updates on the rail project, Melbourne Airport will hopefully be able to provide an update in the new year. CACG members were keen to see a direct rail service from the city to Melbourne Airport and not a “slow poke add on to the metro service”.

6. Wait Zone - capacity – this is a terrific area where people can wait instead of parking on side of road, however, on two occasions recently the area has been full, possibly due to flight delays. Does the airport monitors this in any way and, in the event it continues to happen are there any plans to reduce the bottleneck that occurs or to enlarge the area.

Paige Ricci – Question taken on notice and will come back to CACG.

7. Celebrating Christmas at Melbourne Airport – what does Melbourne Airport do to celebrate Christmas

Paige Ricci – Hopefully CACG members would have seen the Christmas decorations through the terminals when they arrived today. In addition to that we have partnered with the Salvation Army, and via an online portal, encourage our staff and passengers to make gift donations that will be distributed to children this Christmas. We have also launched the inaugural Boarding Pass Music Festival - featuring around 16 young Melbourne-based performers and songwriters. The performers will appear in high traffic areas from December 13-20.

Liz Beattie made a comment about some of the misinformation she is hearing in the community regarding the third runway. She attended a function where a member of the Brimbank community consultation told those in attendance that communities will be subjected to an A380 landing and taking off every minute at Melbourne Airport. Liz said once home she did some research and calculations and discovered for that to be true that would mean there would need to be 1440 A380s landing everyday – she found this an absurd statement given the aircraft are being phased out and that there are only approximately 300 in use in the world. She said Melbourne Airport needed to address misinformation through its community engagement program, to ensure the community had correct information and use events as a way to educate people who wanted to be educated.

ACTION: Provide written response to questions raised by David O'Connor on behalf of Hume residents Airport Action Group.

ACTION: Organise meeting with Hume Council and Melbourne Airport to discuss Bulla Bypass.

ACTION: Provide response to CACG regarding wait zones.

- Next meeting 25 February 2020 November 10am-1pm.

Close – Kim Jordan (Chairperson)

Summary of actions - Open

Date	Action requested	Responsible person	Deadline	Closed? Action taken if different to the request
20/06/19	Melbourne Airport to provide milestones	Melbourne Airport	ongoing	
26/11/19	Discussion on state and federal planning to be organised for CACG in 2020.	Kim Jordan	2020	
26/11/19	Circulate calendar invites with dates for 2020 to all CACG members.	Paige Ricci	End 2019	Closed. Invites circulated December 3, 2019
26/11/19	Provide response to CACG regarding wait zones.	Paige Ricci	February 2020 meeting	
26/11/19	Organise meeting with Hume Council and Melbourne Airport to discuss Bulla Bypass.	Paige Ricci	Ongoing	Reached out to Hume Council – awaiting reply
26/11/19	Provide written response to questions raised by David O'Connor on behalf of Hume residents Airport Action Group.	Paige Ricci	ongoing	Clarification needed

Summary of actions - Closed

Date	Action requested	Responsible person	Deadline	Closed? Action taken if different to the request
16/4/19	Airservices to provide an update on the Keilor noise monitoring station	Airservices Australia	June CACG meeting	Explanation provided at June CACG meeting. Closed.
16/4/19	CACG members to provide CACG chair their comments regarding the CACG review	Kim Jordan	End of April	Comments provided to Chair. Closed.
16/4/19	Is there a correlation between increase in movements or runways used and number of complaints?	Airservices Australia	June CACG meeting	Explanation provided at June CACG meeting. Closed.
16/4/19	Melbourne Airport to provide an estimate of construction jobs to be created with all the new building works	Melbourne Airport	August CACG meeting	To be provided at the August CACG meeting. Closed
20/6/19	CACG members requested a survey to determine best meeting time/day going forward	Melbourne Airport	August CACG meeting	Survey circulated. Results of the survey showed that these were the most popular days and times. Days: Tuesdays or Wednesdays Times 12pm to 3pm or 10am to 1pm. Closed
20/6/19	Community reps requested engagement workshop	Melbourne Airport	Before August CACG meeting	Workshop organised for July 22, 2019. Closed
20/06/19	Wayfinding – Melbourne Airport Head of Marketing to present at the next CACG	Melbourne Airport	August CACG meeting	Presentation at August CACG meeting. Closed.
20/06/19	Provide additional public transport for Sunbury Route i.e. Smartbus.	Melbourne Airport	August CACG meeting	CACG Chair to take up discussion. Ongoing
20/06/19	MAEO Submissions – ascertain the correct process	David Kirkland	August CACG meeting	Mr Kirkland provided an overview at the November 2019 meeting. Closed.

Date	Action requested	Responsible person	Deadline	Closed? Action taken if different to the request
26/8/19	CACG to consider having a session on Victorian planning processes.	The Chair	Ongoing	The Chair to discuss with Melbourne Airport to put on agenda for 2020. Closed.
26/8/19	The third runway to become a standing item on the agenda from the November meeting onwards.	The Chair	Ongoing	Added as a standing item to agenda. Closed.