



Noise Abatement Committee Minutes

Meeting Date:	Monday 15 August 2016
Time:	10.30am-12.00noon
Location:	Melbourne Room, Melbourne Airport

<p>Present: Melanie Hearne - Melbourne Airport (Chair) Josh Ireland - Department of Infrastructure & Regional Development Neil Hall - Airservices Australia (via telephone) Darrell Treloar - CACG</p>	<p>Apologies: David Farrell – Melbourne Airport Cr Kozmevski – City of Whittlesea Trent Kneebush – Melbourne Airport Paula Bradshaw - Melbourne Airport Anna Gillet – Melbourne Airport Steven Finlay - Melton City Council</p>
	<p>Absent: Board of Airline Representatives Australia Department of Environment, Land, Water & Planning Hobsons Bay City Council Moonee Valley City Council Moreland City Council Maribyrnong City Council Qantas Virgin Australia EPA</p>

1. Welcome & Apologies	
	Apologies as noted above.
2. Confirmation of minutes	
	Minutes of the meeting on Monday 16 May 2016 were accepted.
3. Airservices Report	
	<p><i>3.1 Technical Noise & Environment Working Group Update (TNEWG)</i></p> <p>Good attendance at the meeting and collaborative working relationship between parties.</p>

RWY16 RNP – implementation 10th November. Fact sheet is available and will also be presented to the CACG. Flights from Adelaide, Perth, Tasmania and New Zealand will use more accurate procedures to fly than the existing visual approaches. The community shouldn't notice too much of a difference as the areas under the RNP approaches are currently overflowed by arriving and departing aircraft.

Flight paths will be a little more concentrated, with the RNP approaches used by approximately 5-9 flights per day. Those overflowed are already experiencing overflight and aircraft noise in these areas. They may notice that aircraft tracking has changed slightly or is more consistent.

Arrival route from Sydney will not be implemented due to the higher volume of aircraft expected and concerns about possible increased noise.

GLS (GBAS or Smart Path) is expected May 2017. Approaches to RWY 09 moved away, slightly west, from Melton as an identified noise improvement.

TNEWG support for the RDP Parallel Runway Operations Steering and Implementation Group (PROSIG) meetings. The TNEWG will assist in stakeholder engagement and airline benefits, noise impacts and ensuring there is a balanced representation presented to the community.

3.2 Keilor Noise Monitor

Trials were conducted from 28 April to 28 July 2016. Preferences of Keilor East and Horseshoe Bend Road had temporary noise monitors installed.

81% of correlated noise events for arrivals and 70% for departures have a high degree of uncertainty and not compliant with ISO 20906.

East Keilor noise monitor location

17% of all correlated noise events (arrivals and departures) have a high degree of uncertainty and 17% are not compliant with ISO20906. 83% compliance is a satisfactory representation of the noise events affecting this area.

For B738 distance from median flight path resulted, in 1dB decrease for arrivals and 0 for departures directly under the flight path.

CACG will be updated accordingly.

3.3 Summary of Airservices Aircraft Noise Information Report Melbourne Basin Q2 2016

ANIR still not available.

Flight path use Q2, refer to image below.

	<p>Movements – hourly on an average day during the 3 months, traffic is very consistent throughout the day. Peak periods in a day are from 6am to 10pm and considering number of aircraft departing and arriving.</p> <p>Movements daily – shows the trends depending on days during the week.</p> <p>Noise levels over the monitors, particularly over 70dBA which is considered as disturbing during the day. Coolaroo has 117 movements a day which is considerable.</p> <p>73 complainants contacted Airservices about activities during April – June 2016.</p> <p>Avondale Heights was the only suburb with 5 or more complainants during April – June. Reflected of arrivals on RWY 34 because of seasonal wind conditions, and Avondale Heights is affected by arrivals. Residents would be seeing an increase in the number of aircraft over their neighbourhood.</p> <p>Issues are now assessed, and better attention can be focused on the key concerns. Increased frequency is considerable, particularly during seasonal changes. Also change/of different location of flight path. No flight paths have been considerably changed, yet some operational procedures have changed and some residents may be seeing an increase. Night movements is the third issue of complainants.</p> <p>Increased frequency issue has been addressed more, this reflects concerns based on seasonal trends and is reflective in runway use.</p> <p>Greenvale complaints in January. Runway 27 and 16 arrivals and Runway 34 departures and was concerned with the volume of aircraft and that the aircraft were too low.</p> <p>Action 1: Airservices to do an online presentation of new ANIR Reports and show functionality.</p> <p>Action 2: Airservices to demonstrate functionality of WebTrak My Neighbourhood and data available.</p>
<p>4.</p>	<p>Melbourne Airport Report</p>
	<p><i>4.2 Ground Based Noise Complaints</i></p> <p>There were no ground based noise complaints received during Q2 2016.</p> <p><i>4.3 Safeguarding update</i></p> <p>Melbourne Airport attended a workshop on the State Government rezoning proposals in terms of the overlay affecting these sites. The Advisory Committee was due to send their report 30 June 2016 to the Minister for Planning. We still await the outcome.</p> <p><i>Planning Application: 200 Wildwood Road</i></p> <p>Melbourne Airport objected to the primary school application and it was refused by Hume City Council. The VCAT hearing is scheduled to occur on 3 October for 4 days.</p>

5.	Reports from other members
	<p>5.1 <i>Planning Proposals of potential interest</i></p> <p>Calder Park redevelopment. No Brimbank representative present, action to follow up.</p> <p>Action 3: Get a re-development update from Brimbank representative at the next meeting.</p> <p>5.2 <i>CACG update</i></p> <p>The continuing new meeting format with the 4pm-6pm CACG members closed session, (minutes available on Melbourne Airport website) is a more productive process with greater involvement from members. Community meeting was from 7-8.30pm and the community could ask questions that were relevant to them (minutes available on Melbourne Airport website).</p> <p>The closed meeting topic was on noise abatement and management and aircraft basics from a pilot's perspective. To70 presented on how aircraft noise is generated and Neil Hall from Airservices presented on noise abatement procedures. Virgin Australia Pilot, Captain Darren Gray presented on basic aircraft operations. All presentations are available on the Melbourne Airport website.</p>
6.	Any other business
	None.
7.	Next meeting
	Next meeting: 10.30am Monday 14 November 2016.
Summary of Actions	
	<p>Action 1: Airservices to do an online presentation of new ANIR Reports and show functionality.</p> <p>Action 2: Airservices to demonstrate functionality of WebTrak My Neighbourhood and data available.</p> <p>Action 3: Get a re-development update from Brimbank representative at the next meeting.</p>