

MELBOURNE AIRPORT

COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 21 November 2023, 10.30am-1pm

Quest Melbourne Airport

Present

Name	Representing	Location-Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
Maggie Baron		Kensington
David Cleland		Greenvale
Matt Faubel		East Melbourne
Margaret Giudice		Keilor Downs
Susan Jennison		Keilor
Victor Ng		East Gippsland
Jane Waldock		Northcote
Fonda Zahopoulos		Moonee Ponds
Liz Beattie	Victorian Trades Hall Council	Project Officer
Emily FitzSimons	Overnewton College	Principal
Neil Bain	Airservices Australia	Director Operations Primary Aerodrome Services Tower
May Li Foong		Senior Advisor Community Engagement
Hannah Johnson		Community Engagement Advisor
Justin Burgess	Brimbank City Council	Acting Manager City Strategy
James McNulty	Hume City Council	Manager Planning & Development
Stephen Pykett	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy
Ashley Minniti	Maribyrnong City Council	Manager City Places
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Petrus Barry	Moonee Valley City Council	Manager Planning and Building
Joanna Kormas	Department of Transport & Planning	Manager Statutory (Planning) Policy
Liam Stocker	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Regulatory Officer, Vic/Tas Airports and Economic Regulation
Dr Warwick Wearing		Senior Policy Officer
Neermala Cash		Assistant Director
Malgy Coman		Senior Regulatory Officer
Braden Hartcher		Director
Rosie Offord	Melbourne Airport	Head of Master Planning
Meera Hamed		Coordinator Community Engagement
Justin Barbour		Manager Government Relations

Edward Martin

Head of Public Affairs

Justin Portelli

Executive General Manager Strategy,
Planning and Community

Dr Monika Schott

Manager Community Engagement

Online

Joanna Korma

Department of Planning and Transport

1. Welcome

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.

2. Apologies

- Michael Canny
- Liam Stocker
- Dr Warwick Wearing
- Andrew Lund
- Rachel Dapiran
- Margaret Giudice
- Neil Bain
- Braden Hartcher

3. Introductions

Justin Portelli spoke to the recent restructure changes and introduced himself.

Edward then introduced himself as Andrew Lund's replacement and thanked Andrew for his contribution to CACG. Edward acknowledged that he was looking forward to working with the group.

4. Confirmation of Minutes

Circulated 04 September 2023 — previous meeting minutes confirmed.

5. Update on action items

No update given.

Late items for discussion

It would be good to have an update on rail.

6. Melbourne Airport updates

A. Operations and Planning, Rosie Offord

Rosie back at CACG meeting after several months of parental leave.

Operations

Passenger numbers continue to steadily increase to be almost at pre-Covid levels for both domestic and international flights.

Air India is launching from Melbourne to Mumbai on 15 December. It will be the first direct flight to Mumbai in Australia.

China Southern is increasing its frequency to Melbourne with triple daily flights to Guangzhou and Sichuan Airlines is increasing flights to daily between Melbourne and Chengdu. Bamboo Airways has suspended all Australian operations. United has upgraded its San Francisco flights and added 100 extra seats per flight while Aircalin returns on 8 December.

Domestically, Bonza launched Melbourne to Gold Coast on 16 November and will launch Melbourne to Alice Springs on 12 December. Bonza now flies 11 routes from Melbourne. Higher airfares across the board are keeping a lid on demand. Reliability and delays are impacting business travel, with travellers opting to join meetings online.

Line markings started in preparation for A-220 operations (Qantas A220, replacing 717s).

Airport Safety Week in October saw the largest foreign object debris walk in Australia where APAM employees went onto the airfield to collect rubbish.

Overlay

Runway overlay on north-south runway continues, which will fix the surface for the next 10-15 years.

Off pavement lighting works are ongoing. The ATSB is investigating two incidents involving aircraft taking off beyond the displaced threshold. No further displaced threshold activities to occur on the project. Main runway closures continue until 23 March 2024 but with reduced duration: closure 1-5.45am on Tuesday, Wednesday, Thursday, Friday and Saturday. Contingence closure 2.25-5.45am will occur on Mondays.

Question: Could APAM provide more information on the overlay incident?

Elevated roads

Some trucks initially stuck as they were over the height limit. Received feedback that too many freeway signs were confusing; VicRoads will update freeway signs to provide clearer directions.

MAESSAC

Change made to the helicopter clause (52.15) in the planning scheme. Pleased to see the planning scheme adjusted to create greater clarity on planning around the airport. Interested to see how the housing statement and associated state priorities balance with airport objectives.

Third runway MDP

Submitted to Minister King in February for consideration. In September it moved to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. We've had a stop the clock with a request for more information. A decision will hopefully arrive in the first quarter of 2024.

Melbourne Airport Rail Loop (MARL)

The Federal government's infrastructure review is completed and the \$5 billion commitment to the Melbourne Airport Rail Loop (MARL) project stands. All work was paused in April and we now await a response from the state government.

Question: Why does APAM want to underground for rail?

APAM is supportive of a rail connection for passengers and workers here for greater accessibility of the airport. Underground is preferred to help potential connectivity into the midfield. It's also a busy area already and an above ground station would dominate the airport. An above ground train station would see it sit 20 meters high and underneath would be a very undesirable passenger experience.

We have been clear and consistent that we want the airport station underground because it will deliver a better passenger experience and avoid permanent and severe planning constraints across the airport precinct. This preference has been included in our Master Plans, approved by the Australian Government, since 1998.

In 2018, we were part of a consortium that offered to contribute up to \$7 billion to help build an underground station and express tunnels, but the state government said no. The Victorian Government then insisted that we must accept its above ground station because it was cheaper and quicker to build. By opting for a four year review, time is clearly no longer a factor. We will continue to advocate for what is best for our passengers and the long-term future of the airport. This means our preference remains for an underground station at Melbourne Airport.

We have never demanded \$1 billion in compensation. This is a fictional number the government has determined by adding (according to their own costings) a range of works APAM has been advocating for to improve passenger experience, including things like covered walkways to all terminals. Previously, the government proposed that all rail passengers would enter the terminal via the doors to T3. The additional scope of works is not a gift or compensation to APAM in any way, it is an appropriate investment in a decent passenger experience.

A 10-year construction period above ground would create huge disruption and extraordinary management. Underground would create less impact. The Victorian Government's preferred solution would create significant operational complexity. Melbourne Airport operates 24/7 and welcomes an average of 100,000 passengers every day. Detailed negotiations to minimise the disruption to operations, passengers and businesses operating on the Melbourne Airport precinct are necessary to ensure delivery of the long-awaited rail link doesn't bring the airport to a standstill. APAM keen to work with the state government to get rail going but preference is for an underground.

Underground would be a clean, integrated solution.

Question: what feasibility studies have been done for MARL?

APAM did some work in the past but more recently, the state government has completed studies, up until April when all work paused.

Minister King is looking to appoint an independent administrator to bring the three parties together: Melbourne Airport and the state and commonwealth governments.

Question: It's been said that APAM does not want rail to proceed because it will lose parking revenue. Is that something that is a factor in the decision?

It's not. We need alternate transport into the airport as the roads can't take the amount of traffic forecasted. We track transport access and have data. The salient point is there is no public transport.

Comment: Most interested in it. Perhaps next year we look at rail more closely.

Question: Have all airlines come back and of those coming back, are they coming back with newer aircraft?

Take that question on notice. Melbourne Airport had 37 carriers pre-Covid and 37 have back. By Christmas, Melbourne Airport will be at 102% of pre-Covid passenger numbers.

Question: Will the housing statement include noise attenuation?

Noise attenuation to build houses is already a requirement within the housing statement.

B. Community, Dr Monika Schott

Donations

Laptops and desktop monitors as well as other supplies have been donated to Cooinda Aboriginal and Torres Strait Islander Centre to support management and students in the centre's homework club.

The Big Group Hug is currently collecting children's strollers and other items from lost property and soon to be delivered each fortnight.

Community Giving Fund

Two grants were awarded in November:

- Darebin Brass Youth Band for uniforms
- Craigieburn Basketball Association to support four state representative teams at the Big V Senior Basketball Competition

Details on the [Community Giving Fund](#).

Jobs

There are around 400 job vacancies at the airport precinct. Of those, around 270 are on [Melbourne Airport Joblink](#). There is strong demand for casual retail work and ground crew.

Buses

Melbourne Airport is working with local Members to improve bus connectivity to surrounding areas to improve accessibility for potential local workers.

Community pop ups

Sunbury Diwali Festival: Saturday 25 November, 1-6pm, Hume Global Learning Centre, Sunbury

Aircraft viewing area: Saturday 16 December, 11am-3pm, Sunbury Rd, Bulla

Midsumma Carnival: Sunday 21 January 2024, Alexandra Gardens

Sunshine Lunar New Year Festival: Sunday 28 January, Hampshire Road, Sunshine

Employee volunteering

Hume Whittlesea Local Learning and Employment Network 'Real Industry Job Interviews', 31 October and 16 November. Will include Brimbank and Melton schools also through Future Connect (LLEN).

Foodbank volunteering, 6-10 employees each month.

Newsletter 4

Will be out once a decision on MDP third runway is received.

Victoria University MOU

To be signed at the end of November.

Speaker on social impacts of runways

Victoria University researcher can speak to CACG on social impacts of runways. They are available to speak at the next CACG meeting.

Advisory groups

Meera sitting on Hume Youth Commitment Strategic Advisory Group; Monika chairing Hume Multiversity

Melbourne Airport Visitor Centre

Still determining the best site of three options. Have spoken to three architects and will go to an EOI in early 2024.

Melbourne Airport tours

- Hume Valley Special School, 12 classes visiting over August and September
- Flinders Christian Community College 05 September, 95 Year 9 students
- Sunbury Cobaw 19 September, 12 special needs adults
- Melbourne Polytechnic 26 September, 15 special needs adults
- William Angliss Institute 17 October, four international students studying travel and tourism
- Yuille Park Community College 15 November, 15 students, most never been to an airport
- Sandybeach Comm Centre 30 November, 15 special needs adults

Comment: There is more engagement than ever happening now. It's good to see these ongoing relationships, not just project related engagement.

7. Guest presentations

A. Federal government, Neermala Cash

Malgy and Neermala are the new CACG representatives from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA).

The third runway MDP (Major Development Plan) assessment is underway. Much work is being done and two 'stop the clocks' have occurred where further information was requested. Various federal government departments were consulted to make an assessment and their advice has now been sent to the minister. The MDP assessment by the department is still underway with a decision expected in early 2024.

Stakeholder submissions on the Green Paper are due 30 November. Links were provided to CACG. Good to hear CACG is making a submission, the department is actively encouraging everyone to consider submitting.

The federal government recently confirmed its \$5 billion commitment to Melbourne Airport Rail Link. The Victorian government and APAM now need to work together on the design. The project will need an MDP.

Question (from a new member): What is an MDP?

An MDP is developed and submitted by an Airport Lessee Company (APAM) to DITRDCA for any major project. The department assesses it under the Airports Act. The assessment is a complex

process involving extensive consultation with multiple government agencies. An MDP can be approved with or without conditions, or rejected.

Comment from Chair: Given we have several new members it would be worth covering this more fully next year.

B. Airservices Australia, May Li Foong

Weekly air traffic movements show slightly higher numbers and the peak for commercial movements increasing:

- 4734 scheduled movements during peak period (25 September 2023)
- 29 movements for general aviation (30 October 2023)
- 23 movements non scheduled (16 October 2023)

Noise complaints

58 for August to October, down from last quarter:

- 58 individual complainants
- 104 contacts
- 38 new complainants

36 Suburbs recorded a complainant, with the highest numbers being:

- Greenvale – 5
- West Footscray – 4

24 suburbs recorded a single complainant.

Complaints from Greenvale related to arrivals on Runway 27. This use is comparable to the same time last year.

Runway 34 is used more for arrivals in cooler months, which relates to the complaints from Footscray.

Question: can you compare seasonal numbers as part of regular reporting?

Yes, we will compare to last year's numbers in future reports.

Question: Are Greenvale complaints at night or day?

Some were at night but not all.

Question: Most complaints seem to be related to standard flight paths. Does this refer only to published flight paths, or does it include variations due to Air Traffic Control intervention? Clarifying this would be helpful in measuring whether the published flight paths are protecting communities and operational decisions are causing issues, or whether the published flight paths are an issue in themselves

Yes, we can provide a definition of standard flight paths.

Comment: Surprised to see so many arrivals complaints. Need to keep in mind the runway works and a comparison to last year would help clarify this.

Question: Can we make a complaint on the phone at night? Hard to be going online in the middle of the night, the system isn't really user friendly.

Comment: Airservices is not really recording an accurate number of complaints. It's a limitation that is affecting real complaint numbers.

Response: Airservices measures complainants and complaints. Airservices records all complaints but if the complaints are about the same issue, they're recorded as one complaint. If the same person complains about multiple issues though, it is recorded as multiple complaints. That's why our reporting always has complainants vs complaints. You'll notice the complaints is always higher than number of complainants.

Comment: It's a limitation that is affecting real complaint numbers.

Noise related issues

Standard flight path movements:

- Runway 27 arrivals – 15
- Runway 34 arrivals – 12
- Runway 16 departures – 5
- Multiple runway directions – 3
- Runway 27 departures – 2

Night movements:

- Runway 27 arrivals – 4
- Runway 34 arrivals – 4
- Runway 16 departures – 2
- Multiple runway directions – 1

Runway works:

- Runway 09 departures – 5
- Runway 27 arrivals – 2
- Runway 27 departures – 1
- Runway 34 arrivals – 1

Comment: it would be helpful to understand complaints as a proportion of like type movements on the relevant runway at the relevant times. For example, Runway 09 is rarely used, whereas runways 16/34 and 27 routinely carry most of the traffic.

Question: How do we see information from complainants? How does ASA know which flight is affecting noise?

Airservices has a team that conducts investigations. The NCIS team investigates what happens at the time of complaint. The team can't determine the issue on the spot, they need to investigate.

Comment: In the context of improving sustainability, and hoping for more leadership from government, more specific information could be useful to have rather than having to start collecting it when questions are asked. For example, it may be that complaints are more or less prolific for specific operators, types, models or age of aircraft, or destinations of departing flights.

Continuous decent operations trial

The trial explores a more continuous decent if conditions permit. The idea is to absorb any delay higher up so that landing is a smoother decent. Delayed because Airservices had to meet map publication update dates. The trial is targeted to start in April 2024 into following areas:

- northern arrivals (Queensland + Eastern Asia)
- south-eastern arrivals (New Zealand and Tasmania)

Notification has been provided to the following Local Government Areas:

- Murray River Council
- Edward River Council
- Campaspe Shire Council
- City of Greater Bendigo
- City of Casey

Webpage live <https://engage.airservicesaustralia.com/aircraft-continuous-descent-trial>

Newspaper adverts were placed in late September and early October. Industry working group meetings are ongoing. Re-engagement will occur in 2024 prior to the trial starting.

The Chair intervened to suggest discussion about CDO be carried over to the February 2024 meeting, due to lack of time remaining.

Community engagement standard

Published in September 2023, the [Community Engagement Standard](#) defines a process for our engagement with the public on flight path/airspace changes of various scope, scale and complexity. Engagement activities are defined according to scale of engagement activity.

8. Green Paper submission – discussion

Following an extra meeting scheduled outside of CACG's quarterly meeting calendar it was agreed that CACG would make a brief submission in response to DITRDCA's Aviation Green Paper. An initial draft was distributed to CACG members.

Discussion revolved around the content of the draft and the capacity for government to make any recommended changes. For example, Issues raised in green paper affect all three level of government with conflicting priorities. What could be the mechanism to manage this?

It was noted that many of the guidelines from the 2011 White Paper have not necessarily been followed.

The Green Paper acknowledges that noise is still a major issue which could be managed better.

Cumulative social impacts are not tracked well, can be seen in the time it's taken to source a speaker to speak to CACG and talk to social impacts.

The Chair noted that comments already received on the draft response provided valuable input on ways to improve process and encourage change.

Other comments

- The economic importance of the airport is acknowledged, particularly in terms of employment (numbers and opportunities for local residents)
- Although community engagement has improved over the last 10-15 years, it tends to be project or event based. There is still a role for CACG, in particular as part of long term and strategic planning. It was noted that having Council officers, generally senior planners, on the group has been of great benefit.
- The guidelines support CACGs but little learning occurs and it is unclear as to what is best practice.

- Much of the aviation sector still thinks engagement is to provide information to the community, with feedback mechanisms offering little opportunity to inform decisions or be asked for ideas.
- Noise is an issue but it should be considered as a health concern, not in isolation. Health impact and an improved level of longitudinal research needs to be included in planning studies.
- State Planning Schemes should manage noise. But what's protected and what's an imperative? There's an opportunity for the federal government to lead discussions.

9. Other business

A. Group discussion/comments

Each member was invited to make any comment not yet covered.

Most concerned about social impact. Aware of economic benefit but the new third runway is going to be enormous to Keilor.

Hopes CACG is helping Melbourne Airport to be a good neighbour.

Important to keep communication open between councils and the airport.

Would like to talk about housing imperative and its intersection with noise protections.

Want to keep communication open between councils and the airport, as well as local schools and the airport. Noise is a huge impact.

Can see both sides of economic development and social impacts, would like to hear more about economic links and the effects on communities.

Glad to see CACG now interested in representing areas beyond the immediate airport boundaries. East Melbourne is impacted by various flight paths. Thankful to be involved in CACG and able to report to the community on actions.

Hume and the airport impact each other, pleased to be involved in getting the best outcomes. This covers noise and workforce.

The community of about 18,000 workers at the airport is also important. Victorian Trades Hall is on CACG to represent their interests.

Keen to encourage two-way communication between the airport and community through CACG.

A regional voice is important for CACG, looking at transport and other user experiences.

B. Actions

See below.

10. Close

Kim thanked everyone and closed the meeting at 1.05pm.

Next meeting is scheduled for 20 February, 10am-1pm, Quest Melbourne Airport

Summary of actions

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
21/11/23	APAM to provide more information on the displaced threshold overlay incident	Rosie/Ed		
21/02/23	Sourcing a speaker on social impacts of runways for a CACG meeting Note May 2023: Accept coverage of a wider subject would make this easier	Monika	ASAP	Academic researcher sourced and will be invited to speak at February 2024 meeting (updated 21/11 meeting)
15/08/23	Set up Gmail for each member	Kim	November 2023	Kim to liaise with members prior to February meeting
15/08/23	Members to consider items for discussion under noise standing agenda item	All	Ongoing	
15/08/23	Passenger number bounce back comparison to Sydney Airport	Andrew	November 23 meeting	Ed to follow up for February meeting
15/08/23	Touter management at other airports	Andrew	November 23 meeting	Ed to follow up for February meeting
15/08/23	Follow up on Maribyrnong re-joining	Justin	November 2023 meeting	Completed and closed

9. Attachments

20231121- Melbourne CACG

Airservices Australia CACG Presentation Nov 2023

Melbourne Airport presentation 21112023