

MELBOURNE AIRPORT

Community Aviation Consultation Group (CACG)

Tuesday 19 November 2024, 10am-1pm

Quest Melbourne Airport

INVITEES

Name	Representing	From or Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
Maggie Baron		Kensington
David Cleland		Greenvale
Matt Faubel		East Melbourne
Margaret Giudice		Keilor Downs
Victor Ng		South Gippsland
Jane Waldock		Montmorency
Fonda Zahopoulos		Moonee Ponds
Susan Jennison		Keilor
Michael Canny		Business Owner
Liz Beattie	Victorian Trades Hall Council	Project Officer
Justin Burgess	Brimbank City Council	Strategic Planning Coordinator
Rachel Dapiran	Hume City Council	Director – City Planning & Places
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
May Li Foong	Airservices Australia	Senior Advisor Community Engagement
Joanna Kormas	Department of Transport & Planning	Manager Statutory (Planning) Policy
Braden Hartcher	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Director
Gary Walker		Assistant Director
Rosie Offord	Melbourne Airport	Head of Master Planning
Joseph Gandy		Senior Manager Strategic Airport Planning & Innovation
Laura Brannigan		Senior Manager Major Project Approvals
Peter Parsons		Program Director
Meera Hamed		Coordinator Community Engagement
Justin Barbour		Manager Government Relations
Edward Martin		Head of Public Affairs
Gigi Yuen		Head of Environment & Sustainability

Name	Representing	From or Role
Justin Portelli		EGM Strategy, Planning and Community
Dr Monika Schott		Manager Community Engagement
Shantelle O’Riordan		Advisor Community Engagement

1. Welcome and apologies

The Chair welcomed and thanked all for attending the meeting and acknowledged the Traditional Owners of Country and paid our respects to Elders past, and present.

Apologies:

- Edward Martin
- Rosie Offord
- Meera Hamed
- Joseph Gandy
- Maggie Baron
- Jane Waldock
- Michael Canny
- Susan Jennison
- Joanna Kormas
- Ashley Minniti
- Rachel Dapiran

Kim noted Susan Jennison has decided to retire from CACG. Susan was an inaugural member of Melbourne Airport’s CACG when it was first convened in 2011 and has been a member continuously since then. Susan shared her wealth of knowledge about Keilor, the area she represented, and has always been a tireless representative of their interests.

The Chair and CACG members thanked Susan for her dedicated and long-term service with CACG.

2. Confirmation of minutes

Circulated 3 September 2024 — previous meeting minutes confirmed.

3. Late items for discussion

No late items.

4. Melbourne Airport updates

4.1 Third Runway Introduction, Justin Portelli

- The Master Development Plan (MDP) was approved by the Minister on 10 September 2024.
- The new north-south runway has been approved. The MDP also includes the shortening of the east west runway and other works.
- It has been a lengthy process through the MDP and community consultation. The MDP was deferred to the Department of Environment and once they were comfortable it was referred back to the Department of Infrastructure in September last year. There was a lengthy process with the Minister and Department of Infrastructure responding to a number of requests for information (RFIs). For example, the capability of the east-west runway in shortened capacity, safety implications of the east-west runway, passenger and movement forecasts and those types of elements.

- The Minister raised consistent concerns regarding the east west runway and the ability to noise share and this is reflected in the conditions. There is a commitment by Melbourne Airport to extend the runway following the shortening.
- The airport will also have to prepare a Noise and Airspace Plan and a Noise Amelioration Plan.
- There is also a Community Health Study looking at getting a baseline and extending for 20 years. There are also environmental elements to the approval.
- We will now provide an opportunity to ask questions and dive into the detail.

4.2 Noise Sharing Airspace Concept Plan, Laura Brannigan

- Spoke to Conditions 3 and 4.
- The Noise Sharing Plan is Condition 3. The Noise Sharing Plan is a plan followed by a program. There is a six-month process scoping out the deliverables of this plan.
- We will engage a consultant who is an expert in airspace design and community engagement.
- APAM, Airservices and Essendon will define the constraints and refine what the airspace will look like. There will be extensive consultation with parties outside of this.
- The extension of the east-west runway will be to the east. This will change what the noise profiles will look like. We need to do more work around what its use looks like in the context of three runway. We will refine flight paths which requires a great deal of community consultation.
- By redistributing traffic there will be a change in the noise experienced.
- Lengthening 09/27 requires us to re-do our Master Plan earlier than anticipated. This will be ready for approval in 2027 and will include the eastern extension project.
- This results in a new set of flight paths, airspace, noise modelling and consultation.

4.3 Noise Amelioration Plan & Program, Laura Brannigan

- Revised noise modelling will go into condition number four, the Noise Amelioration Plan/Program.
- APAM has the responsibility of doing the Noise Amelioration Program. The plan will take us two years to develop, and we will establish a boundary through noise modelling.
- We will be looking at certain categories of public dwellings with the objective of achieving compliance to Australian standards.
- Once the scope is defined, we will have a list of addresses and be contacting people who are eligible for this. We will also engage with surrounding communities as well. This does include Keilor Primary School and a number of childcare facilities in Keilor village.
- This is the level of detail we can provide at present.
- The program must be promoted actively and made accessible for those able to access it.
- The objective will be to reduce aircraft noise to compliant levels.
- There will be specific properties where state planning will intervene (heritage for example), and we may be limited in achieving compliance.
- We will offer treatment options where possible. We will assemble a pool of suppliers to deliver the work. There will be a complaint and dispute resolution process.

Q: You mentioned there is at least one school and some childcare facilities. Is there consideration of how the outdoor activities will be impacted?

A: There are different resolutions for this. We are conscious of kids wanting to be outside and we are in contact with the Victorian School Building Authority. Achieving the best possible outcome is our goal.

Q: How long is the eastern extension?

A: 346m.

Q: Will you have to move the Sunbury road?

A: No. It's in our Master Plan and we are drawing on the existing plan. It's early days but Sunbury Road will be treated as a constraint and therefore not affected. But there other effects: the High Intensity Approach Lights on the eastern side of the road will have to be moved.

Q: You may be able to get away in double glazing not triple by using laminate glass?

A: We are already in contact with contractors, but open to all practicable solutions.

Q: Are there any follow-on consequences given the new north south and east west won't be crossing each other? What happens after the 10 years and what is the responsibility on Council to help? Will there be legislation for councils to propose?

A: We need to robustly identify all operating modes for this runway. We have prioritised operating modes that use the cross runways and we will bring existing operating modes back in. Over the next couple of years, we will determine all the possible ways we can use the airport.

It will be important to get people accessing the program who should be using it. There will be a challenge in implementing this before the planes start overflying properties. It is to everyone's benefit to make sure we get as much of it done as early as we can. There is an Airport Environs Overlay and that will continue. Any building constructed will need to align with this.

All the properties we will be working with are in Hume and Brimbank. We have started communicating with Hume and Brimbank to get access to records of properties that have had measures applied to them. Now that we have the condition, we are working on the scope.

Q: Brimbank is conscious of not compromising the trade industry. They would like us to employ local.

A: We will look locally to deliver this.

4.4 Communication and engagement; Community Health Study; CACG responsibilities for project conditions, Dr Monika Schott

Community engagement

- Monika noted two teams (runway and community) won Melbourne Airport's Excellence Awards last week for outstanding work.
- There is a list of key milestones we will need to engage on. This also includes Arundel Creek facility.
- We will be talking to our neighbours through visits, letter box drops and more.
- We have talked about community pop ups and how they will transform with our mobile trailer.
- We have started to bring all this together into a Communication and Engagement Plan. This will have metrics to make sure we are on track, to monitor and evaluate.
- Milestone number 1 which is publishing the MDP and Supplementary report is complete.

Q: What's an Advocate for Aviation Growth Committee? (referred to in the presentation)

A: The committee was established to bring together suppliers across the airport precinct. All of our business units are represented, and we update the committee on our major projects and other airport developments.

- We will put together a commitments register to report and ensure we're on track with the third runway project. Progress reports will be made to CACG each meeting.

- For the Noise Amelioration Plan, CACG will be required to contribute to its development. Next year we will come back to you about this plan and your contribution to it.

Community health study

- We are required to undertake a Community Health Study. Monika is leading this. The first part of this is to develop a Terms of Reference (ToR). We have gone out to consultants and universities. They range from Deloitte, to Swinburne, Deakin, Victoria University and KPMG. We think ultimately it will be a collaboration given the diversity of what needs to be captured. CACG's role in this will be quite meaty next year. We hope in January we will have a list of potential experts and will call an out of session meeting to present them and the preferred independent expert/s to develop the Terms of Reference.
- It is likely there will be one or two further out of session meetings to review the draft ToR through the year.
- We must address impacts in Chapter D3, and it will likely go wider than what is in there.
- The ToR will be developed with input from CACG. The draft is due to go to the Minister by September 2025.

Q: Will there be broader scope for the community to be involved or only CACG?

A: Yes, but we can't say until the experts are appointed. It needs to be independent, but I will provide them with background information.

Q: Will the ToR include detail on how often they will provide interim reports?

A: The ToR will guide the study for the next 20 plus years once the Minister has approved them. The study will collect baseline data before the third runway operates and once the third runway is in operation. An annual report and presentation on the health study will be presented to CACG once it's underway.

Q: Once the expert is selected, they will have input into the ToR?

A: The expert will develop the ToR with CACG.

- The ToR is a scope of what the study will cover. The ToR has been outlined in the approval conditions.

Q: Is there intent from the airport to consult with other airports about the study? Are you putting forward what suits you or are you talking to other airports?

A: Again, it needs to be independent, so the experts will be steering it. We have had two other airports reach out to learn more. However, our commitments are our commitments.

- This is a first in Australia. The Department is setting a framework.

Q: What's the commitment if adverse effects are found in the health study?

A: This is for the ToR to tease out. There is nothing in the conditions on what comes from the findings.

Q: At this point in time, there seems to be an obligation to monitor only rather than doing anything about what it discovers?

A: Yes, that is what is outlined in the conditions.

Q: We would need to rely on the experts to tease out the impact of the health study?

A: Yes. We have gone to community health, social health and other experts with the request for quote. They have all identified there isn't one person who can do this, and it will need to be a team. Six out of the 15 have already come back and said they can't do it.

4.5 Environmental Conditions, Gigi Yuen

- APAM must prepare a number of environmental management plans which include three construction environmental management plans and eight sub-plans, as well as environmental offset management plans and a PFAS management plan.
- We have to engage an independent environmental assessor before we endorse the plans.

Q: Will you engage with the Councils about their knowledge of local conditions?

A: That isn't our plan at the moment, but we will take this onboard.

- We will be disturbing the Grey Box Woodlands, Golden Sun Moth, Swift parrot and grass. Our plan needs to be submitted to the Department before we can disturb any.

4.6 Expressions of Interest Phase and Submission and Publication of Plans, Peter Parsons

- There are different requirements for different parts of the project. There are early works, preliminary works and main works.
- There are more onerous requirements during the main works. There are higher risks from an environmental side in these activities.
- Early works include the construction of the Arundel Creek Treatment Facility and the Northern Access Route.
- Preliminary works include site establishment, fencing, blasting trials, First Nations and European cultural heritage salvage works and the clearance of the Grey Box Woodlands and derived grasslands of South-eastern Australia.
- Main works include all other works.
- There is 18 months of tendering before main works start.

Q: Is the northern access route temporary?

A: It is a temporary road currently. The condition says it will need to be removed at the end of the project, or we will need to submit for a new approval.

- There is no intention to create counterflows to lock up traffic. We want to maintain the road.

Q: How is the general public in Sunbury going to be informed about these early works?

A: The community will be informed and engaged. Once we have selected a contractor we will make the plans public through community engagement. It is really important to let our community know. We have already been out once in the community informing people about the Northern Access Road, so they are aware it's coming.

Q: Will you be working with the Council?

A: Absolutely.

- There will be different time periods of where there will be local diversions of this road.
- The Arundel Creek treatment is not just a benefit for the third runway but also a benefit for the wider airport as well. It is really important to build it early as it will mitigate a lot of concerns before the main works. This will give communities south to the airport confidence we can deliver water quality.
- The PFAS facility will be maintained.
- The Arundel Creek treatment facility is primarily a treatment facility with the majority of attenuation provided within the footprint of the main works.

Q: With the treatment facility, will it have any effect on the flow of water around that area? Given the floods that occurred along the Maribyrnong.

A: No, we have worked with Melbourne Water on this. We have designed the drainage system to limited outflows back to precondition events and it is not expected to be any change downstream because of the project.

Q: The existing PFAS facility is sometimes overrun in heavy storms. Will this continue?

A: The existing PFAS facility is designed for base flow. During peak events it doesn't treat all the water but that is because it is designed to do base flow. All of it takes into consideration the probability of storm events.

Fred noted there is an ongoing concern in the community that the facility is overrun in peak events.

- We also plan to do a blasting trial. There will be 5 million cubic metres of material excavated as part of the third runway project.
- Blasting will be required to excavate 0.8 million cubic metres of rock.
- We believe it can be undertaken very safely. We will do a trial next year to demonstrate that methodology to our stakeholders and the community. The trial is planned to occur in May 2025.
- We have developed a blast management plan. This has gone through an independent environmental assessor. This plan will be made publicly available once approved. It has gone through implications from an environment side and community side.
- We have risk assessments and studies done on all of this.

Q: Do you have figures of numbers of dwellings within 500m of the blasting area?

A: Site of blasting is 1400m away from closest residents.

- We will be doing air quality monitoring during the trial.

Q: Will you blast all the way down or just parts?

A: Blasting will not be required for all the material being excavated. Blasting will be limited to an area which has hard rock. This area is located to the north of the East-West Runway. Peter demonstrated using the map (included in the presentation).

Q: You are reusing the 5 million cubic metres?

A: Yes, the plan is to not take any materials offsite. The plan is to reuse it all.

Q: How far is it to the Airservices facility?

A: Around 1000m.

- We will close both runways during the trial blasts. For two twenty-minute instances we will close both runways for an abundance of caution to ensure safety. When we start the main works there will be one to two blasts over the week during the day for around 2 years.
- We will carefully manage how we communicate with the community. Our focus is on doorknocking to make sure people understand. When they are not home, we leave notes in their mailboxes with contact details.

Q: What will it look like? Will you see it from the Qantas lounge?

A: We will use paddock style blasting. Whether it will be seen from the Qantas lounge I'm not sure.

- It will be like a low thunder rumble that you will hear. Part of our planning over the next couple of months is how we reach people. Our newsletter will be part of this.

Q: Do you have to close the road while you're blasting?

A: No. Blasting experts do this all the time, and we have a lot more space than usual projects they work on. The trial is planned for May which is subject to getting our blast management plan approved. We will come back to this group and give updates before we proceed.

- We have started a tender process to nine tier 1 construction firms. We are not expecting to finalise that contract until early 2026, with works starting mid 2026.
- Early works activities we expect to start April-May next year.
- The expected opening is still 2031.
- There are a lot of environmental plans, construction plans, and we will be transparent with all documents by publishing on our website.

Q: Will you publish a timeline?

A: Yes, we will. We have a high-level information sheet on our website and that is a start.

Q: We are seeing a lot of displacement of kangaroos. Do you need to do a kangaroo management plan?

A: Outside of the third runway project we are looking into this with Vets for Compassion.

Q: Are you liaising with the state government?

A: I'm not aware of any conversation with the state government. Happy to take on notice to confirm this.

5. Guests presentations

5.1 Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Braden Hartcher

- The Minister was satisfied a new runway was required. No one community should bear the brunt of the development which informed the conditions.
- Each of the conditions is constructed so that the Minister will approve a plan before it is implemented. They will look for input from this group and other stakeholders.
- We have consciously been a little drawn back from CACG while the Minister was making her decision. Happy to be more involved moving forward.
- Fred noted it is reassuring that the Minister is remaining involved, and it should be clear to the community that this is the case.
- The Minister's statement of reasons and condition are dense legal documents and there is work to do here around communications.
- Kim noted this would be best incorporated into airport communications.
- Monika noted there is a link in the presentation that takes members to the conditions and a summary of the conditions in more general terms. You can also find the link here: https://www.melbourneairport.com.au/assets/be08d7b0-97a1-02f9-2be6-a0c139c3c337/68eba9e9-1a32-4d53-a385-65b273d3e382/MA_3R_Fact_Sheet_Approval_Conditions.pdf
- Liz noted that one of the aims of Melbourne Airport is to be known as a good neighbour. Liz gave the example of Flemington racecourse's communications with its local community. This should be an aspiration of the airport to be a good neighbour.
- Kim noted that contractors don't always adequately explain what is going on, and the airport is best placed to ensure the right messages are being given.

Q: Will the new guidelines for CACGs being prepared as a result of the White Paper suggest a model terms of reference?

A: Braden took this on notice. In forming the conditions and providing advice we did deliberately carve out a role for CACG so that is something to consider.

Q: Is the Senate inquiry still ongoing? What is the update?

A: Braden took this on notice. [The report has since been published, see here: https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/AircraftNoise47/Report]

Q: Will you continue to be the Department's representative ?

A: Braden acknowledged there has been considerable changeover the last few years. Braden and Gary Walker will be the representatives moving forward.

5.2 Airservices Australia, May Li Foong

- Action from the last meeting was on the rapid exit taxiways.
- The question was whether using the rapid exit taxiways means aircraft are lower over Keilor, therefore resulting in more noise.
- The use of reverse thrust can change noise impacts. It would be used to brake more quickly so an aircraft is slow enough to take the rapid exit taxiway. Although reverse thrust is only used once a plane has landed, residents in Keilor may experience that noise.
- We don't have studies to suggest how often reverse thrust is used.
- May will send this to Susan afterwards despite her retirement from CACG.
- On Runway 34 there is a landing system that guides the aircraft down a particular slope to land at a particular point on the runway, so the aircraft should not be any lower on approach. The pilot then decides whether they will take the rapid exit taxiway.
- It also depends on what type of aircraft is approaching and whether the runway is wet or dry.

Q: With the recent noise complaints update, could you explain if and how the Noise Complaints and Information Service (NCIS) and Webtrak improvements will integrate with the noise management plans? What is the process for escalating unresolved complaints?

A: When the airport is doing works on and around the runways, it changes the usage of the runway and typical noise patterns. The NCIS team then receives more complaints. We work closely with Melbourne Airport, and we will do the same throughout their infrastructure build of the new runway.

6. Noise

Kim suggested a lot of the work for CACG next year revolves around noise, and perhaps that is enough without having this separate agenda item.

Kim encouraged CACG members to think about how they may need to manage responsibilities next year.

7. Update on action items

See notes in the table below.

- Kim went through the written actions items and spoke to remaining action items.
- In reference to Action Item 4, Fonda noted feedback from schools in the area who are keen to be part of the airport's school's strategy.

- In response to PFAS action items Gigi noted Arundel Creek treats 415,000 litres a day. It has treated mass rainfall events.

8. Other items

- CACG dates for next year are 18 February, 20 May, 19 August and 19 November 2025. The meetings will be held at the Novotel at Melbourne Airport and parking fees will be waived. Calendar invites will be issued for next year.
- Kim addressed the expression of interest process for replacing members. The group has all agreed the size of the group is good, having said that we need to be careful that we include people that can represent a different section of the community. We have no strict rule of attendance at meetings, and we may want to think about this in ToR. Monika and Kim spoke about the onboarding of members and that when people put in expressions of interest there is discussion of what's involved with existing members present. Kim asked if we want a buddy/mentor system among existing members and new members.
- Potentially there is a need for someone with the environmental expertise and interest. If anyone has any feedback on the CACG Melbourne Airport page, please provide feedback to Kim.

Round the room

- Prior to the recent council elections Hobsons Bay Council asked to be included in CACG. They were invited, but then advised they would seek guidance from the new Council and wouldn't be in a position to confirm until around February.
- Kim noted CACG would find it informative if the Council representatives could communicate and report back to the group.
- Kim also requested the community team prepare a flyer of who our CACG members are and their contact details to be handed out at community pop ups.
- It was suggested Council newsletters may be a good way to reach different audiences. Another avenue for the airport to reach people.
- A few members from Council noted they do pass information to their comms teams, but don't have any say over what goes out in newsletters.
- It was acknowledged that the councils tread a fine line, and don't want to be seen to be speaking on behalf of the airport.
- There is ongoing dialogue outside of the meetings between the Council and airport. The conversations are diverse.
- Matt noted State government is not as actively involved as would be useful for the group. Perhaps there is a mechanism for people to request information they would like to hear about.
- Fred raised the Housing Strategy as important to hear about from the State government. Kim noted we need to give more thought on the specifics we are after here; and that we need to be sure our questions have a link to the airport. Fred noted he will prepare something.
- Liz noted it would be good to be briefed on the expansion of the terminal or a new terminal after she heard Lorie Argus on the radio. Justin Portelli noted towards the middle of next year may be the appropriate time for this, given that is the timing of the refresh of the airport's development plan.
- Victor said Melbourne Airport is doing a great job after a recent experience travelling. Victor asked about Safe Transport Victoria resourcing in relation to touting. Kim reminded the group we have been advised STV can only fine touters when they witness it. The airport has

authority to ban drivers for twelve months and is doing so. The airport has put in more signage to help travellers, there are announcements and people who monitor touting.

- Council elections in Hume have resulted in five new Councillors of the 11 in total. The Council will be spending time and energy inducting them.
- Fred commented that while there is general acceptance of the third runway there are people in the community who believe they can still stop the runway, and one group is running a petition to revoke the approval. Fred asked how this could be approached and noted the airport should engage here.
- Steve noted Melton City Council has seven returning and three new councillors. He also noted the Minister for Planning has approved the upgrade of the Sydenham Terminal Station. Some towers as high as 52.5m which may be of interest to the airport.
- Fonda noted that getting information prior to the meeting was excellent and answered a lot of questions. Agreed it is important to get the new CACG ToR up and running. He also suggested there may be value in creating a cheat sheet of questions for council members about issues of interest to CACG, eg Planning Permit Applications, changes to rules or zoning etc. There will be questions from the community on double glazing and specifics around the program. Fonda asked if it's helpful for them to share Melbourne Airports information on LinkedIn and Monika said absolutely. Ideally it would be good for community members to share posts and take the information to the community and bring feedback back to us.
- Kim asked for an information sheet with CACG community members information to take to community pop ups.
- James from Hume Council noted it may be helpful to have a presentation from CACG to councils on what they're working on.
- Steve P from Macedon Ranges noted five of their nine councillors are new, so officers are still working out their views.

Steve said people are asking about train access to the airport from Bendigo and how this will be improved.

Steve also raised that he receives questions about the green sign as you exit the airport that just says Gippsland and excludes the other regions.

- Laura reminded CACG the Elite Park Public consultation period is open until 20 December. David requested a link to this which is as follows:
<https://www.melbourneairport.com.au/community/elite-park-development>
- Laura also noted that the Final third runway MDP and Supplementary report were published last week. The Supplementary report wasn't required to be published by the Airports Act, but we did this as we made a commitment to the community. It does not include the submissions we received for privacy reasons, but the airport is happy to have a conversation with anyone who made a submission. Kim requested a run down on the CACG submission and Laura said this can be covered at the next meeting.
- Peter provided an update on overlay on our east west runway. The works are split into two phases with the first stage in March-April 2025. This is patching work and service rejuvenation. In a years' time we will do the more detailed overlay project with closures on 09/27. We will provide further information as we approach this and this part of the routine maintenance of runways. May asked about displaced threshold and Peter said we won't be doing this.
- Justin suggested the airport's Senate Inquiry submission has a helpful breakdown of the International Civil Aviation Organization (ICAO) balanced approach and Kim requested a link to this. Australia Pacific Airports (Melbourne) submission can be found here:

https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/AircraftNoise/Submissions (it is Submission no. 40).

9. Close

Kim thanked everyone for attending and their contributions to the discussion and closed the meeting at 12:55 pm.

Next meeting is scheduled for 18 February 2025, 10am-1pm, Novotel Melbourne Airport, 1 Grants Road.

Summary of new actions

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
1	19/11/2024	Confirm if we are liaising with the state government in regard to the displacement of kangaroos	Gigi	February CACG	
2	19/11/2024	Confirm if the new guidelines suggest a model terms of reference in the new White Paper	Braden	February CACG	
3	19/11/2024	Update on the Senate Inquiry	Braden	February CACG	
4	19/11/2024	Update on CACG third runway submission	Rosie	February CACG	
5	19/11/2024	Provide further detail on the broader suite of airport developments and in particular terminals	Edward	May CACG	
6	19/11/2024	Create a page on CACG members with contact emails	Shantelle	ASAP	
7	19/11/2024	ICAO Balanced Approach presentation		Potentially May CACG	

Previous actions

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
1	20/08/24	Confirm if you need to change at Sunshine to get to the city on the airport rail link	Ed	November CACG	Written response was sent to KJ ahead of meeting. Written responses are included below.
2	20/08/24	Where does the authority come from for Melbourne Airport to suspend drivers touting	Ed	November CACG	Refer to Action item 1.
3	20/08/24	What are Sydney and other airports doing to deter touters	Ed	November CACG	Refer to Action item 1.
4	20/08/24	Update on women in aviation metrics and the schools' program	Monika	November CACG	Refer to Action item 1.
5	20/08/24	If PFAS is undetectable then why can't fish be consumed	Gigi	November CACG	Refer to Action item 1.
6	20/08/24	How many times does the PFAS facility reach capacity	Gigi	November CACG	Refer to Action item 1.
7	20/08/24	Confirm if you need to change at Sunshine to get the airport rail link to the city	Joanna	November CACG	Closed out in Melbourne Airport's written action items
8	20/08/24	Information on RWY 34 arrivals	May in contact with Kim	November CACG	Closed
9	20/08/24	Investigate why Matt never heard back after using the noise report function	May	November CACG	Closed. This was resolved outside of the meeting

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
10	20/08/24	Examples of when the intervention of the ANO has led to an improvement in the noise situation	Stefan	November CACG	Refer to Action item 1.
11	20/08/24	Follow up on ICAO Balanced Approach	Kim	TBC	Kim is still working through who this may be
12	22/08/24	Update on potential amendments to security identification requirements for new workers at the airport	Ed	November CACG	Refer to Action item 1.
13	21/05/24	Presentation on aircraft separation standards in the terminal area	May	May CACG	

Attachments

- Melbourne Airport written responses

Presentations (sent to members week previous)

- Melbourne Airport
- Airservices Australia

Written Responses to action items

1. Confirm if you need to change at Sunshine to get to the city on the airport rail link?

No, you don't need to change under the current State proposal. Please see an attachment for reference.

2. Where does the authority come from for Melbourne Airport to suspend drivers touting?

Melbourne Airport has a self-service portal where drivers agree to terms and conditions. If they tout and breach the terms and conditions, the airport can ban drivers for 12 months. We are bound by the Airports Act which requires commercial vehicles to have a license to operate. Rostered staff walk around checking drivers, with 120 hours dedicated each week.

Safe Transport Victoria can fine drivers but only if they have witnessed touting occurring.

3. What are Sydney and other airports doing to deter touters?

Touting is not a problem there so there is nothing to deter.

4. Update on women in aviation metrics and the schools' program

We have started the Schools and Careers strategy which will include metrics. We will provide a further update as this progresses.

5. If PFAS is undetectable then why can't fish be consumed?

PFAS is typically not detectable in the water that has been treated through the Water Treatment Plant.

EPA has recommended people minimise their exposure to PFAS and has issued precautionary advice to not consume fish caught in these areas, as low levels of PFAS have been present in the surface waters downstream of the airport (such as Maribyrnong River) and fish that has been tested in this area.

6. How many times does the PFAS facility reach capacity?

The Water Treatment Plant (WTP) has storage tanks that can hold 500 000kL of untreated creek water at any time, however the tanks are constantly being topped up and drawn from, such that the tanks typically sit at about 20% capacity. At times of extended high creek flows, these tanks can reach capacity as the plant was not designed to treat at high/peak creek flows. The key benefit of the Plant is that it removes contaminants and improves water quality, particularly at times base flow in the creek.

7. Can you give any examples of when the intervention of the ANO has led to an improvement in the noise situation?

ANO Response

At the time, my response was to the effect of 'The role of the ANO is to conduct reviews relating to Airservices' and the Department of Defence's aircraft noise-related complaint handling, provision of information, and community engagement. Where appropriate, the ANO make recommendations for improvements relating to these matters. Both the Brisbane and Hobart scenarios discussed provide

examples of this’.

Further to this, the ANO has provided the below response:

The ANO received complaints from Hobart that a trial proposed through community engagement for a flight path to travel a longer route and avoid more populated areas from 2pm – 8 am was rejected by Airservices. The ANO review found that the reasons published for rejecting the trial were not transparent and recommended review of the decision to reject the trial and of the internal processes for assessing changes to flight paths proposed through community engagement.

Airservices reversed the decision and the trial has commenced. Not satisfied with the time taken to review its internal procedures, the ANO reported the matter to the Airservices Board. The report is anticipated to be made public shortly, together with the Board’s response, and will be published on the ANO website (accessible [here](#)).

8. Update on potential amendments to security identification requirements for new workers at the airport

The requirement is that anyone who has lived overseas for longer than 6 months in the last 10 years has to provide a government issued Police Check of that country.

There have always been contingencies and processes for certain countries or individual circumstances. There is no one size fits all answer, but there are processes available for certain people;

- Those on asylum seeking or refugee protection Visas do not need to provide a PC from that country. There is a special Statutory Declaration used in lieu of PC that must be completed and signed by an authorised person.
- We have information on every country through DFAT and where/how to obtain a PC from that country.

As for a different class of ASIC, our ID Services & Access Manager has not heard of this idea before. To apply for an ASIC, you must have relevant documents which are created fairly for everyone to have or obtain. The requirements are attached to this email.

Most people are here on a visa and have a valid passport, titre de voyage or ImmiCard to support.

The team via access@melair.com.au is available to contact to discuss any specifics including in person visits during opening hours where the team are aware and trained of all requirements and how to obtain.

MELBOURNE AIRPORT

Melbourne Airport

CACG Update

19 November 2024



Third runway introduction

Justin Portelli

Executive General Manager Strategy, Planning & Community

MELBOURNE AIRPORT



Noise Sharing Airspace Concept Plan and Noise Amelioration Plan & Program

Laura Brannigan

Senior Manager Major Project Approvals

MELBOURNE AIRPORT



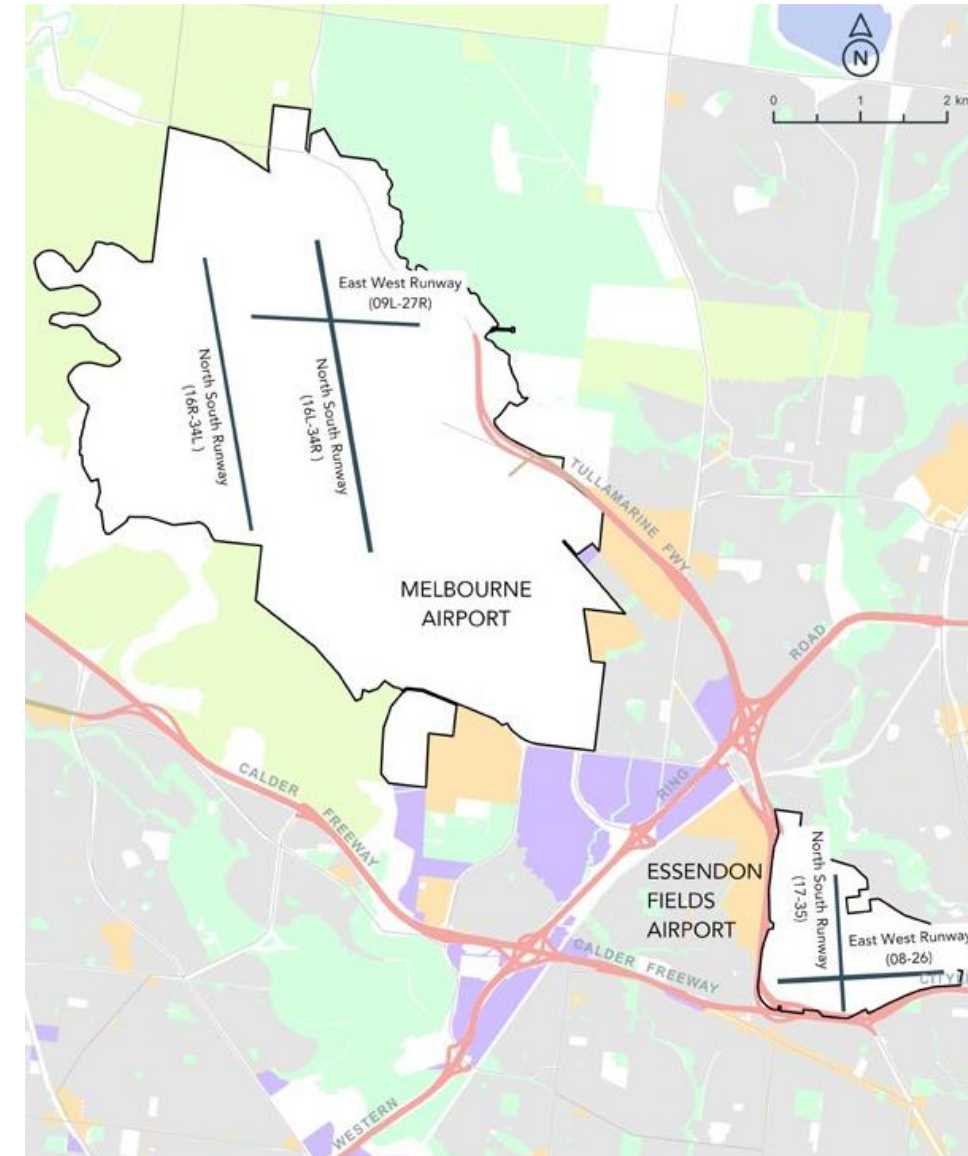
Third runway approval condition #3 – Noise Sharing Plan

Scope within 6 months of approval – delivery within 2 years:

- Prepared and run by independent consultants
- Interface APAM, Airservices and Essendon
- Describe modes (inc. using 09/27) that support noise sharing
- Engage public, basin airports/operators and industry
- Inform Master Plan 2027 and Eastern Extension Project MDP

Process & Outcomes:

- Community consultation (inc. engagement reporting)
- Readiness for Airservices' Detailed Airspace Design



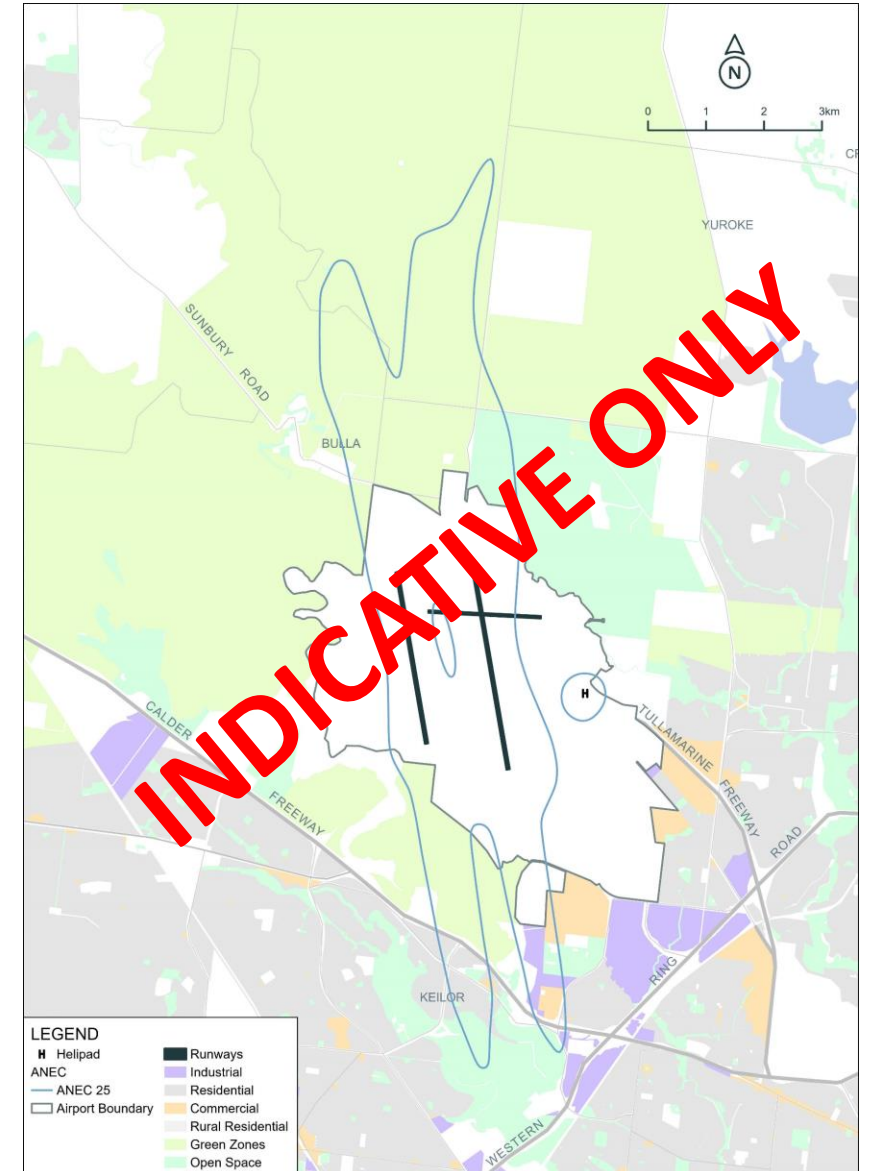
Third runway approval condition #4 – Noise amelioration plan/program

PLAN within 24 months of approval
PROGRAM then executes the **PLAN**

PLAN scope:

- ANEF 25+ noise contour
- Residential dwellings & certain sensitive facilities
- Where possible, achieve AS2021:2015* compliance
- Objective 70% delivery before new runway opens

*Acoustics—Aircraft noise intrusion— Building siting and construction



Third runway approval condition #4 – Noise amelioration plan & program

PROGRAM minimum requirements:

- Available for 10+ years
- Promoted to and easily accessible for eligible participants
- Reduce aircraft noise impacts consistent with AS2021:2015 unless:
 - Owner refuses
 - Cost exceeds a ‘threshold amount’
 - State planning laws prevent (e.g. heritage protections)
- Treatment options offered, where possible
- Accredited builder/trade pool provided by APAM
- Complaint and dispute resolution process



Community engagement and CACG responsibilities

Dr Monika Schott

Community and Stakeholder Engagement Manager

MELBOURNE AIRPORT



Third runway community engagement

A community engagement plan is under development that will align with the [third runway timeline information sheet](#) and will include:

MILESTONES

- Publishing final MDP and MP22 Supp Reports
- Noise Sharing Plan
- Amelioration Plan
- Main construction works
- Northern Access Road
- Community Health Study and its Terms of Reference
- Blasting trials and works
- Eastern Extension Program MDP & Master Plan 2027

Information on the third runway can be found [here](#).

ACTIVITIES

- CACG consultation and reporting
- Newsletters
- Community surveys
- Community pop ups – mobile information trailer
- Information sessions
- Near neighbour engagement
- Virtual Visitor Centre
- Visitor Centre
- Media and communications
- Internal engagement
- Schools program
- Advocates for Aviation Growth Committee

Third runway approval condition #2.5

Commitments register reporting

APAM is required to maintain and update a third runway Major Development Plan Commitments Register and Reporting Plan. These will include any commitment or plan made within the MDP and set out in any plan or program approved under the [Major Development Plan Approval Conditions](#).

The Conditions require that progress reports are made on the implementation of the commitments contained within the commitments register at each meeting of the Melbourne Airport CACG.

Third runway approval condition #4.2

Noise Amelioration Plan

The Noise Amelioration Plan will outline a program on the minimum requirements for a noise amelioration program set out in Condition 4.4.

The plan's development will include consultation with:

- local governments and communities in the areas surrounding Melbourne Airport
- the Melbourne Airport CACG
- the Victorian Department of Transport and Planning.

Third runway approval condition #5

Community Health Study Terms of Reference

Melbourne Airport CACG will be consulted in the development of the draft terms of reference for an independent long term study into the impacts of aircraft noise on the community in areas surrounding Melbourne Airport associated with the ongoing operation of the third runway (Community Health Study).

APAM has gone out to a range of consultants and universities seeking a suitably qualified community health expert/s to develop the ToR. A short list and preferred expert/s will be presented to CACG, with the intent to appoint expert/s in late January to begin work in February 2025.

Draft ToR submitted to Minister in September 2025, with written approval from the Minister required to finalise the ToR.

Third runway approval condition #5

Community Health Study

APAM will consult with Melbourne Airport CACG to determine suitably qualified health expert/s to carry out the Community Health Study in accordance with the finalised terms of reference.

The community health study will:

- monitor each of the community health impacts associated with aircraft noise identified in [Chapter D3 of the MDP](#) (full MDP is on the Melbourne Airport: [Third Runway Approved | Melbourne Airport](#))
- collect baseline data in relation to each of those community health impacts in the years before operations begin on the third runway
- collect data in relation to each of those community health impacts on an annual basis for 20 years after operations begin on the third runway

An annual report and presentation will be made to the Melbourne Airport CACG on the progress and results of the study in relation to each community health impact over its duration.

Environmental Conditions

Gigi Yuen

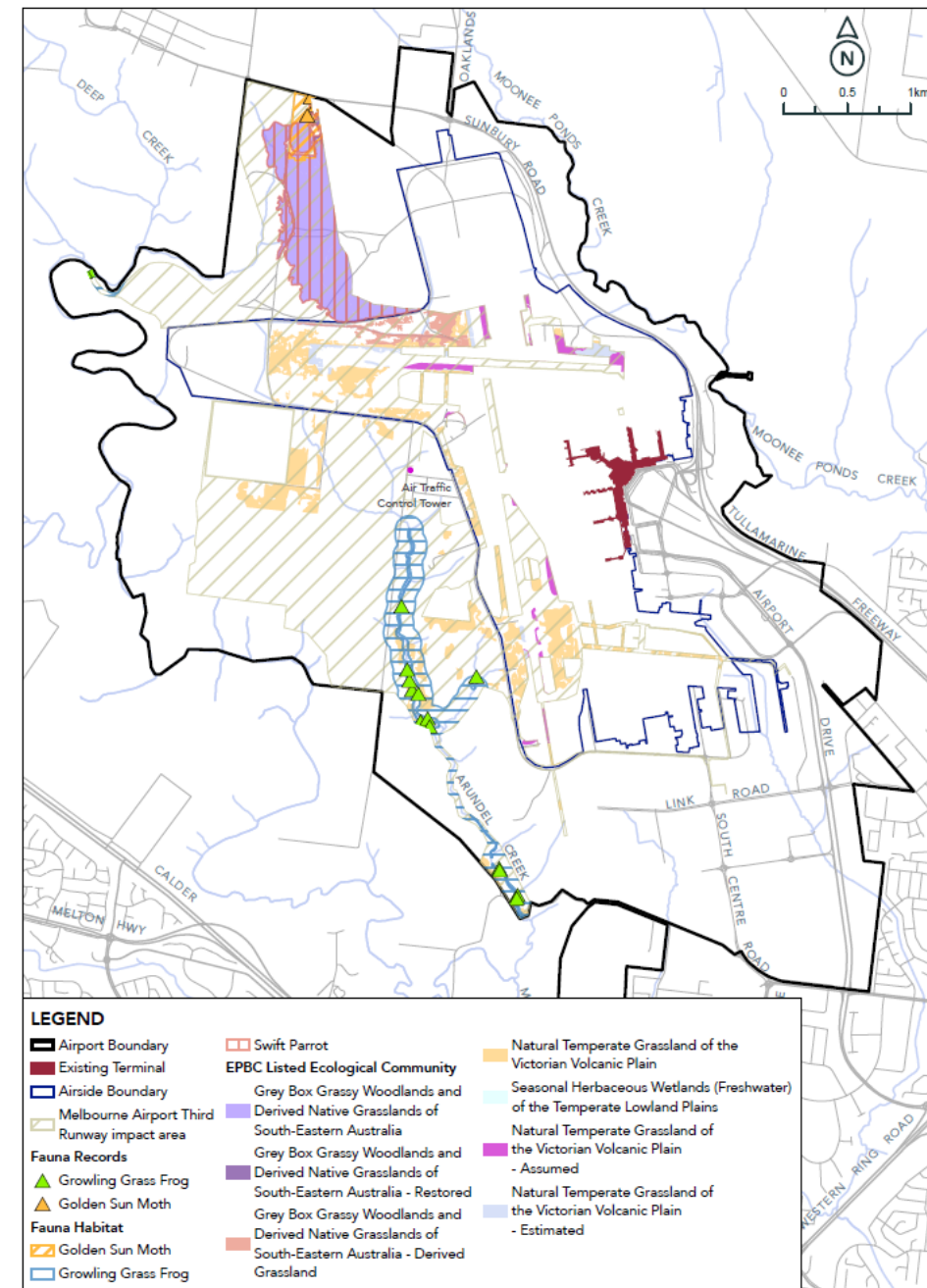
Head of Environment and Sustainability

MELBOURNE AIRPORT



M3R Approval Condition #7

- APAM must prepare a number of environmental management plans:
 - 3 x Construction Environmental Management Plans and 8 Sub-plans
 - Environmental Offset Management Plans
 - PFAS Management Plan
- APAM must engage an Independent Environmental Assessor (IEA) to:
 - Review and endorse management plans before submission to DITRDCA
 - Review and endorse project monitoring reports
 - Conduct annual audits to confirm implementation of approved management plans
- DITRDCA must approve CEMPs, CEMP sub-plans and the PMP prior to relevant works commencing.
- DCCEEW must approve OMPs prior to relevant works occurring.
- Ongoing reporting to DITRDCA during project.
- Includes clearing limits for protected flora and fauna habitat areas.



EOI Phase & Submission and Publication of Plans

Peter Parsons

Program Director Aviation

MELBOURNE AIRPORT



Breakdown of Construction Elements

The project is broken down into preliminary works, early works, and main works with specific MDP conditions against each

Early Works	<ul style="list-style-type: none">• Construction of Arundel Creek Treatment Facility• Northern Access Route (Sunbury Road Intersection construction/upgrade).
Preliminary Works	<ul style="list-style-type: none">• Geotechnical, contamination and utilities Investigation• Site establishment (upgrade of haul roads, hardstands, site compounds, laydown areas, plant set-up, and water treatment facility)• Fencing – relocation of airside boundary and installation of exclusion fencing• Blasting trials (two small scale trials to inform design)• First Nations Cultural Heritage and European Cultural Heritage salvage works• Clearance of Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia
Main Work	<ul style="list-style-type: none">• All other works

Early Works

1 - Northern Access Route

These works include the construction of a new signalised intersection on Sunbury Road and will act as one of two entry points into the main works area



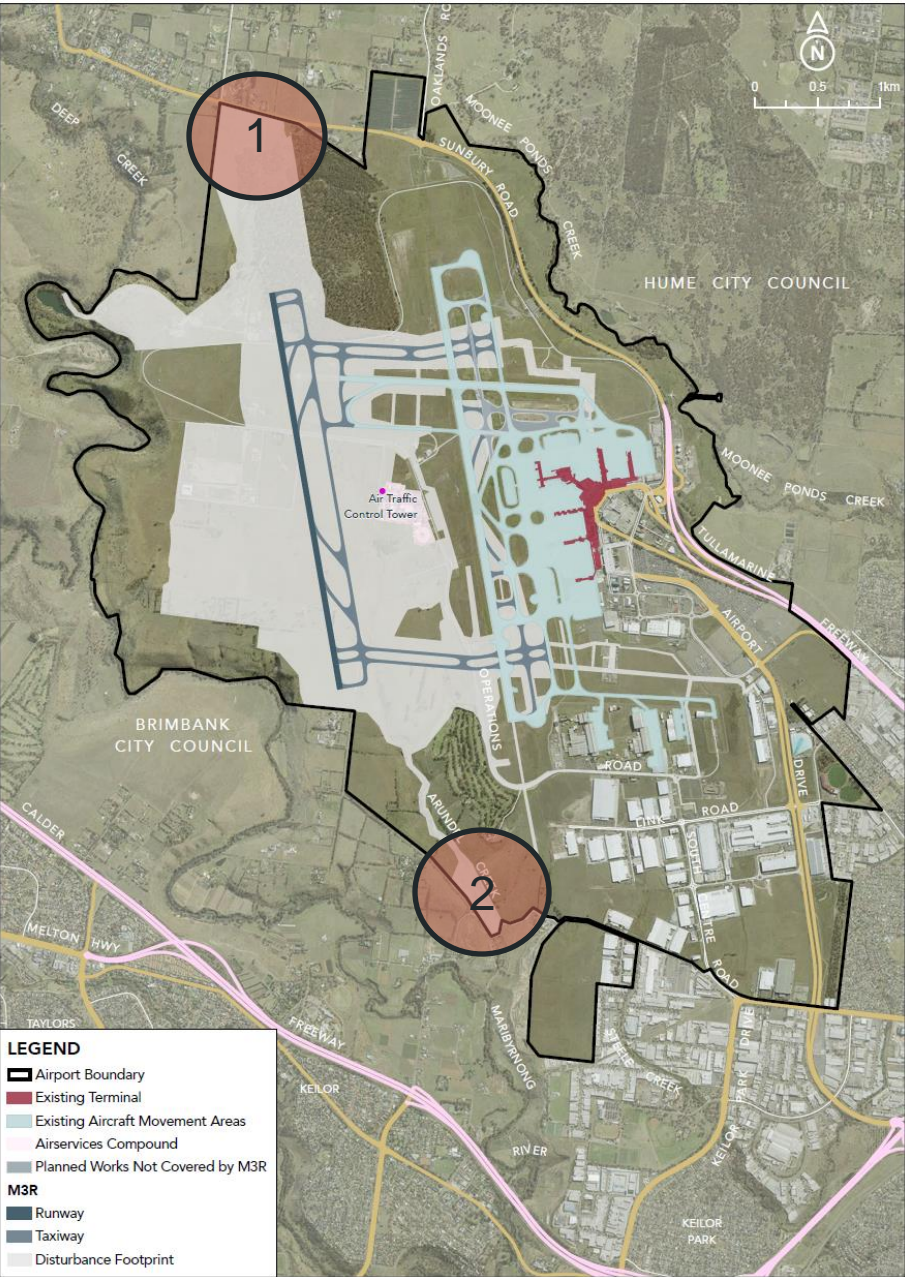
Additional DTP and Hume approvals have been obtained for this scope

2 - Arundel Creek Treatment Facility

A new water attenuation and treatment facility is required for the Arundel Creek catchment to control the quality and quantity of water



Procurement process on going and work planned to commence in ~April 2025 and completed by mid 2026

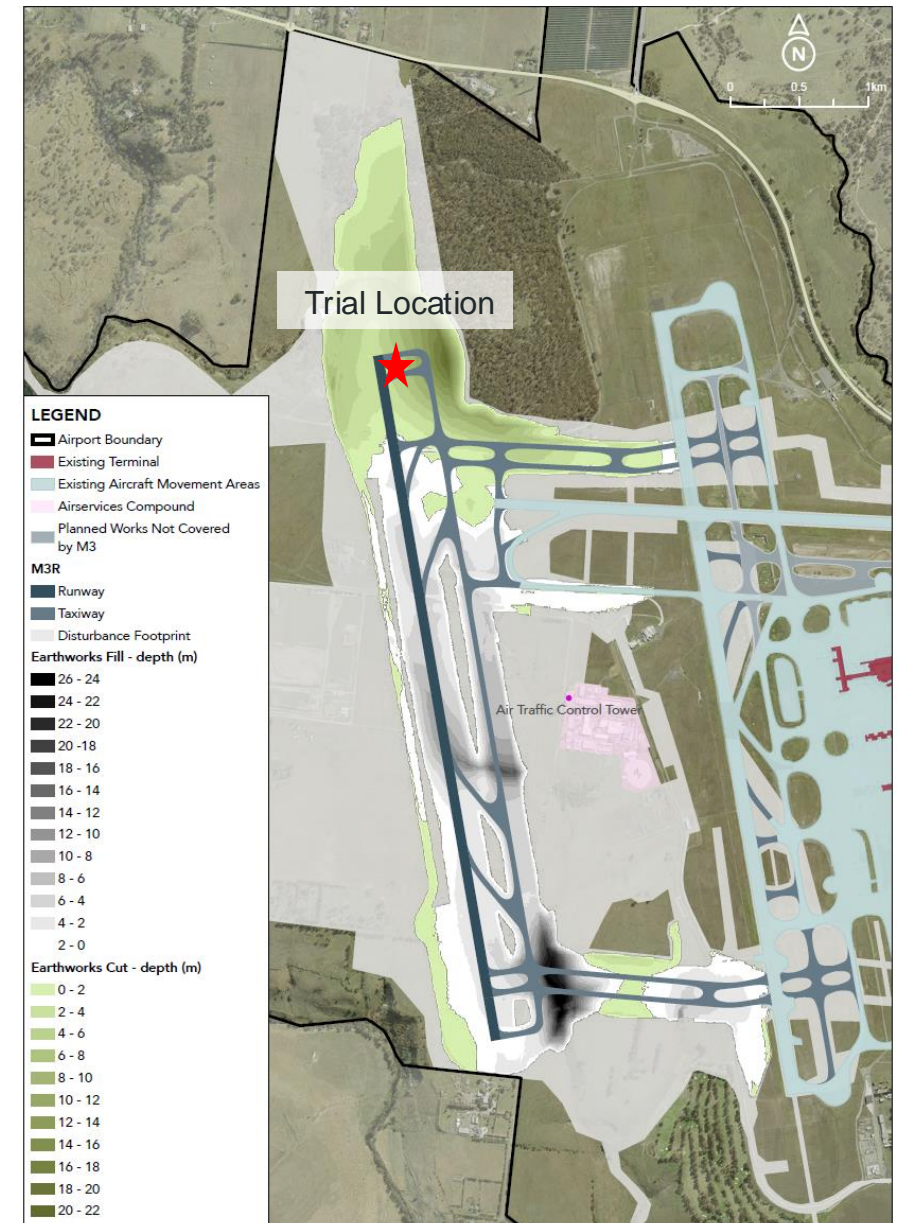


Preliminary Works – Blasting Trial

- There will be ~5 million cubic meters of material excavated as part of M3R
- Blasting will be required to excavate ~0.8 million cubic meters of rock
- A small-scale blasting trial will be undertaken to confirm methodology. The results of the blasting trial will be used to inform the main works contractor procurement

Trial planned to occur in ~May 2025

Timing of other Preliminary works is TBC



Main Works

- A request for expression of interest (EOI) to select contractors was released in late October 2024
- Complete tender process to stretch until around March 2026
- Construction works expected to commence in mid 2026
- New runway is expected to commence operations in early 2031



Airservices Update Melbourne Airport CACG

19 November 2024

Airservices Update



- Air traffic movements Melbourne Airport Aug – Oct 2024
- Noise Complaints and Information Service (NCIS) update Aug – Oct 2024
- Webtrak improvements

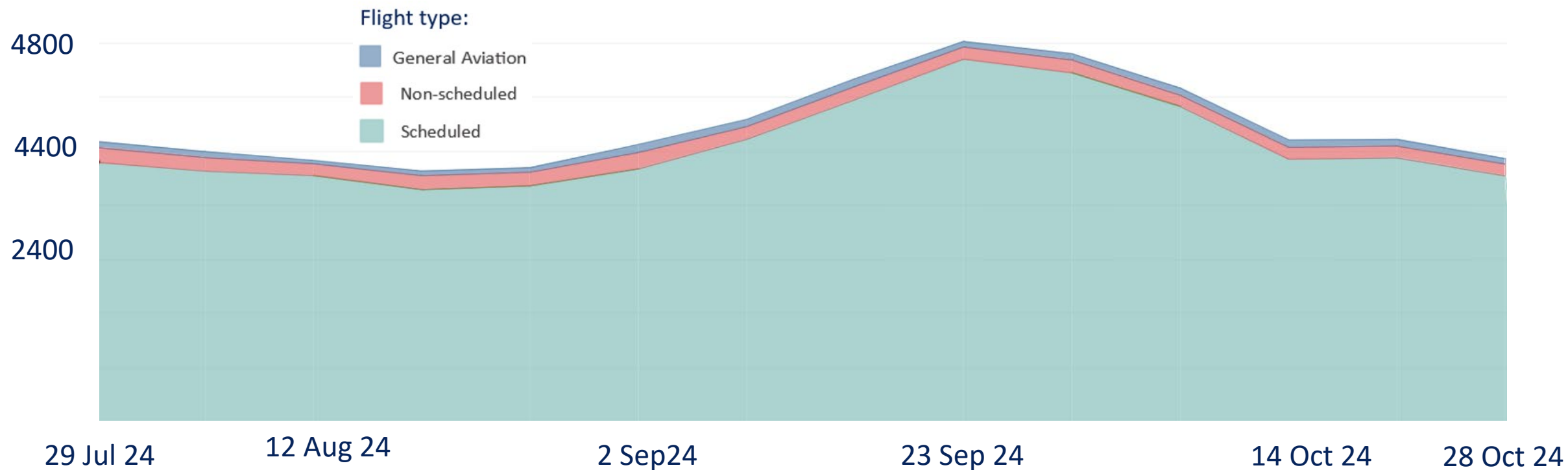
AIR TRAFFIC MOVEMENTS (WEEKLY)

Peaks:

Flight type	Scheduled
Week of movement	23 Sep 24
No. of movements	4,742

Flight type	Non-Scheduled
Week of movement	2 Sep 24
No. of movements	60

Flight type	General Aviation
Week of movement	2 Sep 24
No. of movements	30



NCIS UPDATE

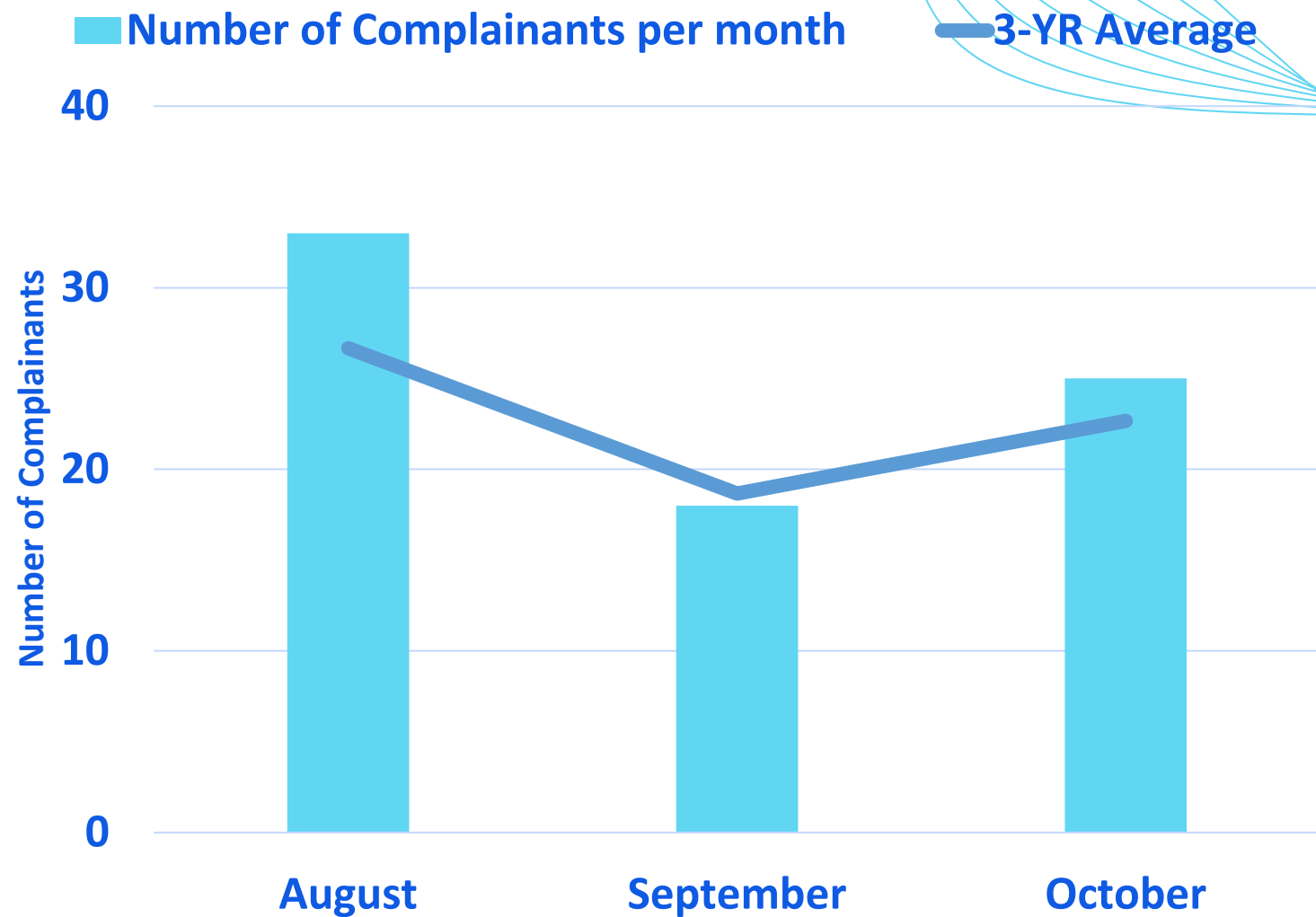
August – October 2024

Complainants

- 68 individual complainants
 - 98 contacts
 - 53 new complainants

Suburbs

- 33 suburbs recorded complainants
 - Newport – 16
 - Yarraville – 4
- 17 suburbs recorded a single complainant

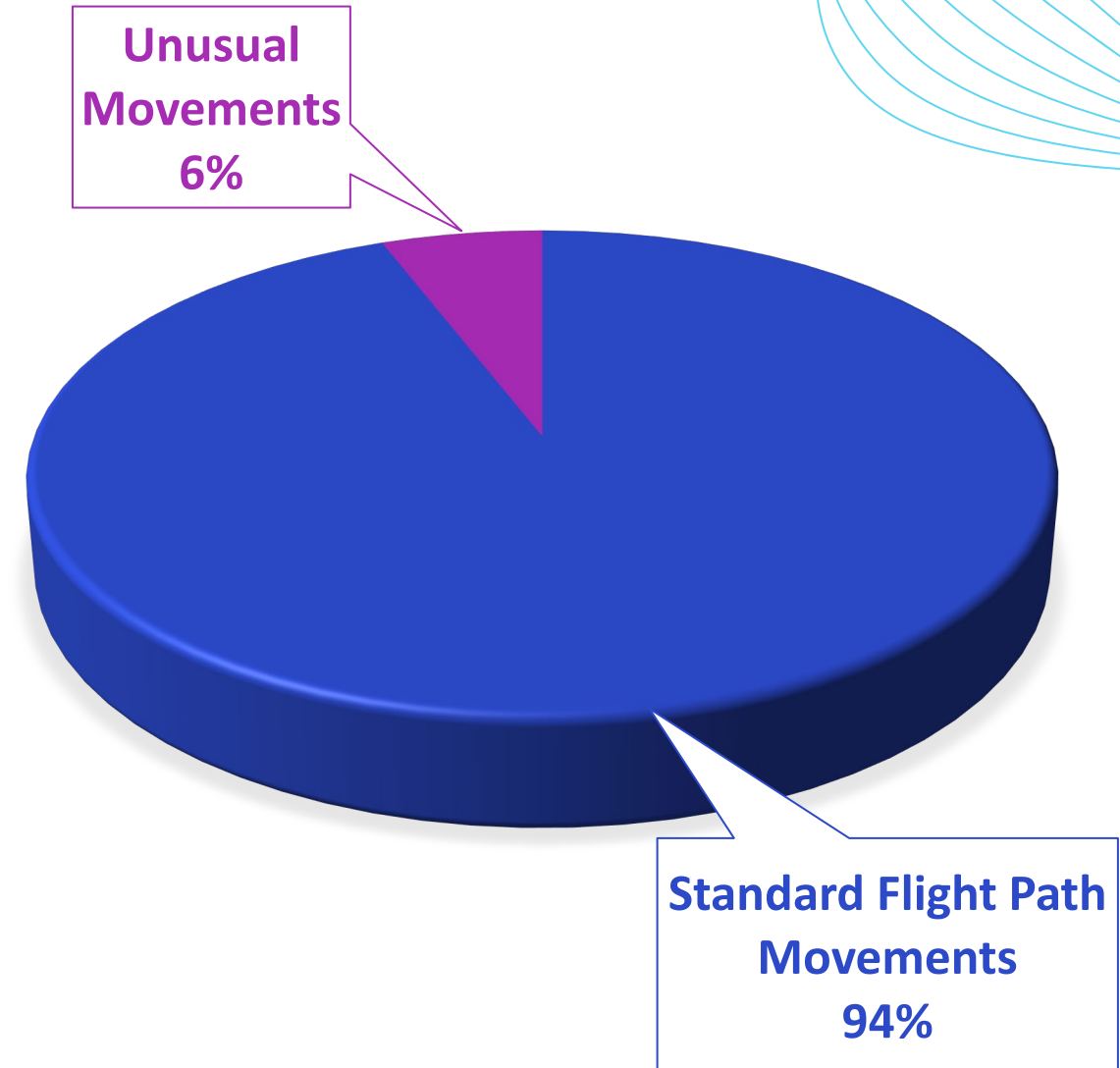


NCIS UPDATE

August – October 2024

Issues

- Standard flight path movements
 - Runway 34 arrivals – 36
 - Runway 16 departures – 10
 - Runway 27 arrivals – 9
 - multiple runway directions – 5
 - Runway 34 departures – 2
 - Runway 09 arrivals – 1
 - Runway 27 departures – 1
- Unusual movements
 - Traffic management – 4



AIRCRAFT IN YOUR NEIGHBOURHOOD – complaints report

- <https://aircraftnoise.airservicesaustralia.com/>
- Enter your address
- Select 'What flight disturbed me' and 'Melbourne complaints report'
- View historical data, filter by airport
- Oct 2024 now available

COMPLAINT SUMMARY			
Complainants by Suburb			
Overall Total	32	24	
Suburb	Complainants	Issues	
Avondale Heights	1	1	
Braybrook	1	1	
Derrinal	1	1	
Greenvale	1	1	
Ivanhoe	1	1	
Kealba	1	1	
Keilor	1	1	
Keilor East	2	1	
Kingsville	2	1	
Lalor	2	1	

Select airport :	Melbourne	▼
Select date range :	6/1/2024	7/31/2024
<i>Date available between 01/08/2019 and 31/07/2024</i>		
Number of complainants/complaints by airport		
	Complainants	Complaints
Melbourne	32	72

WEBTRAK IMPROVEMENTS

<https://webtrak.emsbk.com/mel3>

- Delay of operations reduced from 15 minutes to 3 minutes



THANK YOU