MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Minutes—Tuesday 17th November 2015, 6pm–8.40pm
Gladstone Park Senior Citizens Club, Cnr Carrick Drive and Elmhurst Road, Gladstone Park

Present:	Darrell Treloar	Independent Chair
	David O'Connor	Community
	Susan Jennison	Community
	Deanna Van Rooy	Community
	Frank Rivoli	Community
	Leanne Deans	Noise Abatement Committee
	Bob Baggio	Melton City Council
	Liz Beattie	Victorian Trades Hall Council (proxy for Luke Hilakari)

Also in attendance were:

	Neil Hall	Airservices Australia
	Nick Seselja	Airservices Australia
	Jessie Gillard	Commonwealth Department of Infrastructure and Regional Development
	Sarah Renner	Melbourne Airport
	Pam Graham	Melbourne Airport
	Elizabeth Joldeski	Melbourne Airport
	Kris Perkovic	Melbourne Airport
	Caroline Doherty	Melbourne Airport
	Carly Dixon	Melbourne Airport
	Anna Gillett	Melbourne Airport
	Paula Bradshaw	Melbourne Airport
	Renee Atkinson	Melbourne Airport

Apologies:

	Cr Adem Atmaca	Australian Mayoral Aviation Council
	Michael Sharp	Australian Mayoral Aviation Council
	Mateja Rautner	Community
	Henry Bezuidenhout	Moonee Valley City Council
	Luke Hilakari	Victorian Trades Hall Council

Number of public in attendance: 19

1. **Welcome and introductions—Darrell Treloar, Chair**

    The Chair welcomed everyone to the meeting. Liz Beattie, of Trades Hall Council, attended as proxy for Luke Hilakari.

2. **Apologies**

    The Chair noted the members that had provided apologies (as above).

3. **Confirmation of Minutes of Meeting held 19 May 2015**

    The Chair referred to the minutes from the CACG meeting held on Tuesday 18 August 2015 at the Jack McKenzie Community Centre Bulla (previously distributed).

    It was **AGREED** that the minutes of the meeting held on Tuesday 18 August 2015 be confirmed as an accurate representation of the meeting.

4. **Public questions/submissions**

    John Jennison (statement)

    At a previous CACG I asked if the existing east–west runway could be lengthened and widened asap so that heavy long haul flights would have an alternative departure flight path. No definitive answer was received. Objection by Keilor residents to night flights departing to the south continues; however, I wish to bring to this forum an additional issue. With increased night flights, especially heavy ultra-long haul aircraft departing on runway 34 to the north, the noise during night hours has become considerable, very noticeable and intrusive. Engines are run up at the south end of the runway, probably to near maximum thrust. Even though the planes are heading north on the runway and the noise gradually diminishes, it still takes quite some time. Which is often followed, a few minutes later, by the next noisy departure.

    Many people have commented on how noisy it is. The noise is often likened to ground running. On a still night, vibration to a house can be noticed.

    Who answers this issue? I believe because planes are on the ground Airservices don't consider it's their problem under the Act. So that leaves Melbourne Airport, as the noise is on their property, what are they doing? My position is precise: a night curfew for Melbourne Airport.

    Sarah Renner, Melbourne Airport: Melbourne Airport monitors engine ground running and conducts regular ground run audits; these are abatement procedures undertaken on a regular basis by the airport.

    Robin Taylor:
    1. *Why are there so many more flights going over Keilor Park? And it's not south winds— southerlies have always been the predominant wind. Further, why are aircraft taking off from much further back in the airport hence creating excessive noise pollution to the surrounding suburbs?*

    Neil Hall, Airservices: Flight paths haven't changed; however, there could be an increase in the number of flights. Regarding departures, a pilot determines the suitable runway, which is dependent on the prevailing wind.

Apollo Yianni:

    2. *Are you going to noise-proof my home to stop me from being woken when planes fly overhead?*

Sarah Renner, Melbourne Airport: Melbourne Airport at present has no plans to compensate property owners. Our commitment is to continue working with the community to identify noise issues through forums such as CACG, the Noise Abatement Committee and other mechanisms.

Apollo Yianni:

    3. *The East Keilor substation is over flight paths. What precaution are you taking not to damage it?*

Sarah Renner, Melbourne Airport*:* This question was asked at a previous CACG meeting (Broadmeadows May 2015). We raised the issue with Jemena, the power company that operates the substation. Jemena undertook an assessment and confirmed there is no risk to the substation.

Apollo Yianni:

    4. *Who pays for medical problems caused by airplane fumes that drift over my home?*

Sarah Renner, Melbourne Airport*:* Health-related issues will be considered as part of the RDP Health study.

Mike Cook:

    5. *The proposal to build another runway—why do we need one?*

Sarah Renner, Melbourne Airport: Traffic on the current runway system has grown significantly. There are currently 240,000 aircraft movements, which is forecast to reach 350,000 movements by 2033—that requires a parallel runway system. That is also why we have commenced detailed planning, to ensure we can cater for this additional capacity in the future.

Dennis Ruggiero:

    6. *Will profits that Melbourne Airport makes from these developments have an allocation of funds for compensation to the community for their decrease in property values?*

Sarah Renner, Melbourne Airport: This was asked a little earlier—compensation is currently not under consideration as part of the RDP.

Dennis Ruggiero:

    7. *Why didn't the Melbourne Airport shopping centre stand have a large sized map showing the areas that are going to be noise affected should the proposed third runway get the green light?*

Sarah Renner, Melbourne Airport: We are happy to take feedback on board on how we can improve our displays in future—we are committed to community engagement on the RDP.

Dennis Ruggiero:

    8. *Previous information details that the proposed third runway will cater for landing from the east only and yet now, we are being told that up to 15 percent of take-offs will use this proposed third runway?*

Sarah Renner, Melbourne Airport: Detailed information will be provided as part of the flight path study but a parallel runway system is dependent on both aircraft operational requirements and weather and wind conditions.

There has been some analysis that Runway 27 (landing from the east and taking off to the west) could operate 85 percent of the time and Runway 09 (landing from the west and taking off to the east) could operate 15 percent of the time. But again, these are indicative figures—Airservices will determine the final flight paths about two years before operations commence on the proposed runway.

Neil Hall, Airservices: We are working with Melbourne Airport to determine the flight paths, this is a work in progress but once we have a flight path design we will be talking to the community about it.

Steve Ducie:
   9. *What about compensation to residences in the areas of Westmeadows and Gladstone Park with the east–west runway?*

The Chair noted this question had already been answered earlier in the evening.

Ian Johnson:
   10. *Why are there no ground-based barriers to prevent noise travelling parallel to the ground and reaching residential areas?*

Sarah Renner, Melbourne Airport: Ground barriers are effective for aircraft taxiing into their parking position and for ground engine runs; they are not effective for departures and arrivals.

Ian Johnson*:*
   11. *Will Airservices provide indicative flight paths for the third runway?*

Neil Hall, Melbourne Airport: Airservices will, in due course, provide flight paths. We can even show what the flight paths might look like, using a program known as Volans (Volans was demonstrated later in the meeting, as part of Airservices' presentation).

Apollo Yianni:
   12. *When are you going to put a train at the airport to reduce traffic in the area?*

Sarah Renner, Melbourne Airport: We are strongly supportive of a rail link and will continue to advocate to the State Government for a link to the airport. Ultimately, however, it is a decision for the government and right now, their current priority is on the Melbourne Metro Rail project and the Level Crossing Removal program.

5A   Runway Development Program Update—Pam Graham, Melbourne Airport

Pam Graham provided a progress report on the Runway Development Program.

Key items included the following:

- Melbourne Airport has met with airlines to discuss the RDP.

- The airport has commenced the process for the compulsory acquisition of land (as per the Commonwealth Land Acquisition Act 1989). Three properties and associated roads to be acquired.

- RDP Cultural Heritage findings to be available in the next 3 to 6 months.

- Geotechnical survey has commenced.

This report was **NOTED**.

The Chair thanked Pam Graham. Members of the CACG were given the opportunity to ask questions regarding the presentation.

Susan Jennison, Community: *Why is there such a long wait with the health study?*

Pam Graham, Melbourne Airport: We have started early scoping of what the health study might look like—it's going to be an important piece of work, drawing on the findings of earlier studies and then informing the studies that follow, such as the social and economic impact studies. These studies can't all be done at once as many of them are dependent on each other, so the challenge is how we sequence the studies. We want to ensure the health study is a considered and detailed parcel of work.

Frank Rivoli, Community: *sought clarification on the specific studies/research undertaken in determining the orientation for the third runway?*

ACTION: Frank Rivoli's query to be taken on notice.

5B   MDP/EIS—Jessie Gillard, Commonwealth Department of Infrastructure and Regional Development

Jessie Gillard confirmed that the RDP will be assessed under an MDP. The department will look closely at how the RDP MDP addresses and manages noise and environmental matters, in addition to a range of other issues.

The department will also give particular consideration to how community submissions on the MDP are addressed, to ensure that concerns are given due regard.

6   Orima consultative arrangements—Jessie Gillard, Commonwealth Department of Infrastructure and Regional Development

Mr Gillard updated the meeting on the Federal Government's *2015 Review of Consultative Arrangements for Federally-Leased Airports*, undertaken by consultants Orima Research.

The report is being finalised and it's anticipated that it will be complete by the end of the year. A presentation on the report's findings could be made to the CACG either in February or out of session.

7   Reports

7.1   Work plan: status of actions—Liz Joldeski, Melbourne Airport

Elizabeth Joldeski provided an update on the status of items listed in the status report.

This report was **NOTED** and completed items will be deleted from future reports.

7.2   Noise Abatement Committee—Leanne Deans

Leanne Deans provided an overview of the Noise Abatement Committee meeting held on 16 November 2015.

This report was **NOTED**.

7.3   Planning Coordination Forum—Sarah Renner, Melbourne Airport

Sarah Renner provided an overview of the Planning Coordination Forum meeting held on 12 November 2015.

This report was **NOTED**.

The Chair thanked Sarah Renner. Members of the CACG were given the opportunity to ask questions regarding the presentation.

David O'Connor: *Have we progressed the issue of airport safeguarding since the establishment of the CACG?*

Sarah Renner, Melbourne Airport: The CACG has certainly played an important advocacy role and good steps are being made with State Government to strengthen safeguarding, especially the government's decision to reference the National Airports Safeguarding Framework in the State Planning Scheme, which is a noteworthy achievement.

7.4   Airservices Australia—Neil Hall

Neil Hall presented the Airservices Australia Report.

Key items included the following:

- Smart Tracking, which is new flight path technology that saves fuel and emissions. A new smart tracking approach flight path is being considered for Runway 16—but not before a consultation process is undertaken.

- Volans flight path software demonstration: Volans is animation software that visualises flight paths over a local area, providing both altitude and noise information (as expressed in decibels). Demo provided was from Perth Airport. Volans could potentially be developed for Melbourne Airport.

- Noise monitoring: A proposal to move a non-compliant noise monitor from Keilor Village to a new site in East Keilor was discussed. Concern had been expressed that stakeholders were not adequately consulted on the proposal, particularly as this means the monitor will be moved from the City of Brimbank (Keilor) to the neighbouring City of Moonee Valley (Keilor East) without consideration of an alternate site within the Keilor area. Airservices apologised for the lack of community consultation and committed to undertake further discussions on a new site with stakeholders, with the objective of locking in a new location by February 2016.

- Nick Seselja was introduced as the new Airservices representative to the CACG, replacing Kylie Hobday.

This report was **NOTED**.

The Chair thanked Neil Hall. Members of the CACG were given the opportunity to ask questions regarding the presentation.

Liz Beattie, Victorian Trades Hall Council: *Can smart tracking be used with older aircraft?*

Neil Hall, Airservices Australia: It is only for aircraft built in the last 10 years, planes such as the 737-800, A330 and A380.

7.5 Melbourne Airport—Sarah Renner

Sarah Renner presented the Melbourne Airport report.

Key items included the following:

- Jetstar moved into Terminal 4 on 10 November.
- Opening of the new multi-level transport hub opposite Terminal 4.
- New Scoot Melbourne–Singapore service and China Airlines Taipei–Melbourne–Christchurch service.
- Shopping Centre community engagement: Melbourne Airport completed a three-month long shopping centre public engagement to raise awareness of the airport and major projects such as Terminal 4, RDP, Airport Drive and other developments.
- New Environment update will now be provided as part of the Melbourne Airport report.
- The airport has had to deal with the several recent challenges including border agency industrial action and the delays caused by the volcanic ash cloud.

This report was **NOTED.**

The Chair thanked Sarah Renner. Members of the CACG were given the opportunity to ask questions regarding the presentation.

Leanne Deans, Noise Abatement Committee: *Were there materials provided for the CALD community as part of the community engagement program?*

Elizabeth Joldeski, Melbourne Airport: nothing specific as part of our shopping centre engagement but moving forward we will be considering the options for how we might engage the CALD community on the RDP.

7.6 Chair's Report

The Chair highlighted key elements of his written report. He also announced that CACG member Deanna Van Rooy has resigned from CACG, effective as of this meeting.
The Chair thanked Deanna and recommended that the CACG formally write to thank Deanna for her contribution to the CACG.

It was **agreed** that:

1. The CACG records its appreciation for Jim Gard'ner's contribution to the work of the CACG and sends a letter of appreciation to him.
2. The nominations of proxies to represent agency delegates in their absence be noted.

3. A letter of appreciation be sent to Deanna Van Rooy, thanking her for her work on the CACG

ACTION: CACG to formally write to thank Jim Gard'ner and Deanna Van Rooy for their contributions to the group.

The Chair referred to the draft CACG submission for the draft Australian Handbook, "Acoustics - Guidance on producing information on aircraft noise".

It was **agreed** the draft submission be approved and lodged.

ACTION: Submission to be lodged with Standards Australia.

7.7 CACG meetings

A report was presented on a proposed CACG meeting schedule for 2015/16 along with the trial of a new meeting format, as developed during the CACG strategy session in August.

It was **agreed** that:

1. The CACG meeting model set out in the written report be adopted for the purpose of a trial throughout 2016;
2. The effectiveness of the model be assessed in November 2016; and
3. The draft meeting timetable be approved, subject to the possibility of swapping the venues for the February and May meetings being explored, with a view to the February meeting being held in Keilor.

ACTION: CACG to investigate a Keilor venue option for the February CACG meeting.
ACTION: Trial of the new meeting format to be implemented for 2016 and a review conducted in November.

7.8 CACG work program

A report was presented on the CACG work program with the recommendation that the priority list be approved and used to inform agenda preparation for future CACG meetings.

It was **agreed** that the priority list set out in the written report be approved and used to inform agenda preparation for future CACG meetings.

ACTION: Priorities listed in the CACG work program to be addressed at future meetings.

7.9 Strategic Plan

The report on the draft CACG Strategic Plan was considered.

It was **agreed** that the draft Strategic Plan 2016–2019 be adopted.

ACTION: CACG Strategic Plan 2016-2019 to be uploaded the CACG website and a copy to be provided to members with the minutes of the meeting.

8 Other business

8.1 Code of conduct

It was **agreed** that no further action is required in developing a CACG code of conduct and the matter of amending the Terms of Reference be referred to a future meeting.

ACTION: Consideration of changes to the CACG Terms of Reference be listed on the agenda for the February 2016 pre-meeting.

8.2 Plan Melbourne refresh

David O'Connor, Community, suggested the CACG make a submission to the Plan Melbourne refresh, highlighting the importance of airport safeguarding.

It was **agreed** a submission be prepared.

ACTION: Chair to circulate the Plan Melbourne refresh document in advance of a possible CACG submission.

Meeting closed at 8.40pm.

Next meeting is to be held at 7:00pm on Tuesday 16 February 2016 at a venue to be advised (Keilor or Diggers Rest). A pre-meeting of CACG members will be held at the same venue from 4:00 to 6:00pm.

Community Aviation Consultation Group: Action Items Status Report, November 2015

CACG Mtg	Description	Lead	Status
2011 Work Plan	Airport Rail Link		The CACG continues to support this project.
2011 Work Plan	4 Warehouse Major Development Plans		The CACG made a submission regarding the Preliminary Draft MDPs on 18 February 2015. The draft Major Development Plan is being finalised for submission and approval by the Commonwealth Minister for Infrastructure & Regional Development.
2011 Work Plan	Smart Tracking	Nick Seselja	An Environmental Assessment of a new "Smart Tracking" approach to Runway 16 is being prepared by Airservices and stakeholders will be consulted ahead of implementation.
18 Feb14 & 19May15	Airservices to investigate departures from Runway 16 between 12:00 midnight and 4:00am and provide an update on the number of flights	Nick Seselja	Airservices to liaise with Susan Jennison and report back to CACG in 2016.

CACG Mtg	Description	Lead	Status
	recorded between 11pm and 6am.		
19 Aug14	Melbourne Airport to facilitate a conversation between Airservices, Susan Jennison and David O'Connor regarding local community involvement with the aviation heritage project being undertaken by the University of Canberra.	Liz Joldeski	The University of Canberra has been contacted to provide an update on progress with the aviation heritage project.
19Aug14	Victorian Government to provide the CACG with a copy of their submission to the DIRD Master Plan/MDP regulatory review.	John Ginivan	The Victorian Government response will be made available when all submissions are published on-line by the Commonwealth Government.
18Nov14	Airservices to provide a demonstration of *Volans* at a future meeting.	Neil Hall	**Completed** Demonstration provided at Gladstone Park CACG on 18 November.
17Feb15	Airservices Australia to enquire regarding Sydney Airport reporting based on aircraft type and report to a future meeting.	Nick Seselja	
17Feb15	Update to be provided on outcomes of the Federal Government's review into CACG consultation processes.	Marcelo Alves / Jessie Gillard	Progress report provided to the CACG Gladstone Park meeting on 17 November 2015. A presentation on the review findings will be made to a future meeting.
19 May 2015	Curfew discussion to be placed on forward agenda.	Darrell Treloar	**Completed** The matter has been identified as a prominent issue and listed for attention in the CACG Strategic Plan 2016-2019.
19 May 2015	Melbourne Airport to consider strategies to reach CALD communities and ensure engagement appropriately targets residents that will be affected.	Liz Joldeski	Melbourne Airport is considering options for directly targeting CALD communities and will report progress to future meetings of the CACG.
18 August 2015	Chairman to write to CACG members to invite member's organisation to nominate a proxy delegate when CACG member is unable to attend.	Darrell Treloar	**Completed** Nomination of proxies reported to CACG on 17 November 2015.
17 November 2015	Clarification on the specific studies/research undertaken in determining the orientation for the third runway to be provided to the CACG.	Pam Graham	

CACG Mtg	Description	Lead	Status
17 November 2015	CACG to write to thank Jim Gard'ner and Deanna Van Rooy for their contributions to the group.	Darrell Treloar	**Completed** Letters sent 30 November 2015.
17 November 2015	Submission regarding draft Australian Handbook, "Acoustics - Guidance on producing information on aircraft noise" to be lodged with Standards Australia.	Darrell Treloar	**Completed** Submission lodged on 18 November 2015.
17 November 2015	Keilor venue option to be explored for the February CACG meeting.	Kris Perkovic	**Completed** 16 February meeting to be held in Diggers Rest as several Keilor venues were unavailable on this date.
17 November 2015	Trial of the new meeting format to be implemented.	Liz Joldeski	
17 November 2015	Review of new meeting format trial to be conducted in November 2016.	Darrell Treloar	
17 November 2015	Priorities listed in the CACG work program to be addressed at future meetings.	Darrell Treloar	
17 November 2015	CACG Strategic Plan 2016–2019 to be uploaded the CACG web site and a copy to be provided to members with the minutes of the meeting.	Kris Perkovic	**Completed**
17 November 2015	Consideration of changes to the CACG Terms of Reference, suggested by Leanne Deans, to be listed on the February 2016 pre-meeting agenda.	Darrell Treloar	
17 November 2015	a. Link to 'Plan Melbourne refresh' document to be provided to members. b. CACG submission to 'Plan Melbourne refresh' to be prepared.	Darrell Treloar	Link and submission process sent to members on 18 November 2015.