MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Minutes, Open meeting—Tuesday 16th February 2016, 7pm–8.30pm
Diggers Rest Community Hall, 48 Plumpton Road, Diggers Rest

Present:	Darrell Treloar	Independent Chair
	David O'Connor	Community
	Susan Jennison	Community
	Frank Rivoli	Community
	Leanne Deans	Noise Abatement Committee
	Michael Sharp	Australian Mayoral Aviation Council
	Bob Baggio	Melton City Council
	Liz Beattie	Victorian Trades Hall Council (proxy for Luke Hilakari)
	David Kirkland	Victorian Department of Land, Environment, Water and Planning (proxy for John Ginivan)

Also in attendance were:		
	Neil Hall	Airservices Australia
	Nick Seselja	Airservices Australia
	Marcelo Alves	Commonwealth Department of Infrastructure and Regional Development
	Anna Gillett	Melbourne Airport
	Pam Graham	Melbourne Airport
	Trent Kneebush	Melbourne Airport
	Kris Perkovic	Melbourne Airport
	Paula Bradshaw	Melbourne Airport
	Renee Atkinson	Melbourne Airport
Apologies:		
	Cr Adem Atmaca	Australian Mayoral Aviation Council
	Mateja Rautner	Community
	Luke Hilakari	Victorian Trades Hall Council
	John Ginivan	Victorian Department of Land, Environment, Water and Planning
	Captain Darren Gray	Pilot, Virgin Australia

Number of public in attendance: 11

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

   The Chair welcomed everyone to the meeting and introduced those members attending as proxies:
   - Liz Beattie
   - David Kirkland.

2. **Apologies**

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

3. **Confirmation of Minutes of Meeting held 17 May 2015**

   The Chair referred to the minutes from the CACG meeting held on Tuesday 17 November 2015 at the Gladstone Park Senior Citizens Centre (previously distributed).

   It was **AGREED** that the minutes of the meeting held on Tuesday 17 November 2015 be confirmed as an accurate representation of the meeting.

4. **Reports**

4.1   **CACG Pre-meeting, Summary Report—Darrell Treloar, independent Chair**

   Darrell Treloar provided a summary report on the key items of discussion from the closed meeting of CACG members held from 4pm to 6pm. (Refer to CACG pre-meeting minutes for more information.)

   This report was **NOTED**.

4.2   **Melbourne Airport Report—Anna Gillett, Melbourne Airport**

   Anna Gillett presented the Melbourne Airport report.

   Key items included the following:
   - Official opening of Terminal 4 on 9 December 2015.
   - Strong passenger growth in 2015—close to 33 million passengers passed through the airport, consisting of 24.2 million domestic passengers and 8.7 million international passengers. This represents an increase of 4 percent, or 1.38 million new passengers.
   - China is the standout international market. The strongest percentage growth in 2015 was from: China, 26%, France, 22.8%, Vietnam, 16.5%, India, 15.8%, Sri Lanka, 15.2%.
   - New daily Tigerair Melbourne–Bali service announced, commencing 23 March. Aircraft to be used is Boeing 737-800, with 180 seat capacity. Service is expected to create 70 local jobs.
   - The Melbourne Airport Jetbase preliminary Major Development Plan: The Jetbase project includes the construction of a new purpose-built jet hangar and prestige passenger terminal with associated infrastructure within aviation precinct site that is subleased from Melbourne Airport. The MDP will be out for public comment from Wednesday 24 February 2016 to Wednesday 25 May 2016 and will be available at http://melbourneairport.com.au/about-melbourne-airport/planning/major-development-plans/melbourne-private-jet-base.html

- Business Park Major development plans: Update on the status of four warehouse sites at the Melbourne Airport Business Park. Melbourne Airport will proceed with MDPs for sites 1 and 2. Sites 3 and 4 will be considered at a later time.

- Runway Development Program review of timelines: RDP's timelines have been reviewed, with Melbourne Airport now expecting to publish a preliminary draft MDP for public comment during 2018 and for a draft MDP to be submitted to the Commonwealth Government in 2018–19 for their consideration and approval. If approved, construction is expected to commence between 2019–2021 and for the new runway system to be operational between 2022–2024.

This report was **NOTED**.

5. Submissions / Questions from the Public

John Jennison
1. *What is the status of the Melbourne Airport Environment Committee? I would suggest that committee should still be recalled to meet again.*

Paula Bradshaw, Melbourne Airport:
An update on the status of the Environment Committee was provided at the November 2015 CACG meeting. Due to low attendance, the committee last met in April 2014. It was therefore determined that regular environmental updates would be provided as part of the Melbourne Airport Report at CACG meetings, commencing with the November 2015 meeting

John Jennison
2. *Can historical data from Keilor noise monitor be made available?*

Nick Seselja, Airservices:
Airservices will consider providing the data—just need clarification on the type of data being sought.

Kelvin Bennett
3. *What is the current situation regarding the Keilor noise monitor?*

Nick Seselja, Airservices:
Airservices met with Leanne Deans and Susan Jennison regarding the location of a new noise monitor. Agreement is expected soon on a site that meets both technical and community considerations. Technical considerations when selecting a site include the angle of the monitor to the flight path; background noise (Highway, Rail line, etc.); proximity to residents; and availability of power.

Sam Cetrola
4. *How come Melbourne Airport is opposed and blocking the proposed new housing development in Diggers Rest because it's under a flight path. Yet it's prepared to put the new third runway flight path above existing housing. Don't we all deserve the same treatment? What's the difference?*

Anna Gillett/Pam Graham, Melbourne Airport:
Melbourne Airport has no planning authority, so we cannot prevent or block developments. Planning decisions are ultimately made by local governments and the Victorian government. We do oppose residential developments that we consider will create noise issues for future residents, particularly developments near established or proposed flight paths.

It's important to note that since its inception, Melbourne Airport has been planned as a four-runway airport. The airport's Master Plans since 1990 have always included provision for a third and fourth runway to be constructed—in both a parallel east–west and north–south configuration to accompany the two existing runways.

The third runway is a big investment for the airport, so when choosing the third runway direction we considered a range of criteria including safety, capacity, community, growth and the environment. Whether we chose north–south or east–west, we understood there would be some anxiety in the community—but ultimately a decision had to be made and the east–west orientation best met the criteria.

Ian Steward
5. *Can I have explained the reasons for the proposed closure of the Melbourne Airport Club at 309 Melrose Drive, Tullamarine*

Anna Gillett, Melbourne Airport:
Melbourne Airport has advised the Melbourne Airport Club that the lease for the club site at 309 Melrose Drive, Tullamarine would not be renewed. The Melbourne Airport Club has been on a year-by-year lease for some time and that the site has been earmarked for future development.

Melbourne Airport has offered ongoing assistance to the club to help them secure a new location.

Meeting closed at 8.30pm.

Next meeting: to be held from 7pm–8.30pm on Tuesday 17 May 2016 at the Ultima Function Centre, corner Keilor Park Drive and Ely Court, Keilor.