

MELBOURNE AIRPORT



COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 14 December 2021, 10am-1pm

Park Royal Hotel/Microsoft Teams meeting

CACG Members

Present:

Name	Representing	Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
David Cleland	Community	Greenvale
Matt Faubel	Community	East Melbourne
Susan Jennison	Community	Keilor
Irene Stokes	Community	Keilor
Henry Lam	Community	Sydenham
Jane Waldock	Community	Northcote
Maggie Baron	Community	
Fonda Zahopoulos	Community	Moonee Ponds
Michael Canny	Community	Business owner
Liz Beattie	Victorian Trades Hall Council	Trades Hall project officer
Catherine Hunichen	Brimbank City Council	Principal Strategic Planner
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Petrus Barry	Moonee Valley City Council	Manager Statutory Planning
Tim Gill	Airservices Australia	Community Engagement – Senior Advisor
David Kirkland	Department of Environment, Land, Water and Planning	Manager Planning Services
Michael Joost	Department of Infrastructure, Transport, Regional Development and Communications	
Kieran Pehm	Aircraft Noise Ombudsman	Ombudsman

Name	Representing	Role
Paul Reeves	Melbourne Airport Rail	Manager – Communications and Stakeholder Engagement
Rosie Offord	Melbourne Airport	Head of Master Planning
Andrew Lund	Melbourne Airport	Head of Communications and Community Engagement
Natali Klasevski	Melbourne Airport	Policy Advisor
Tiffany Tang	Capire Consulting Group	Senior Engagement Consultant

Apologies:

Name	Representing	Role
Margaret Guidice	Community	Keilor Downs
Adrian Turner	Airservices Australia	Director Operations – Melbourne Tower
Michael Sharp	Hume City Council	Director of Planning & Development
Jim Laussen	Community	School principal

1. CACG ORDINARY BUSINESS

Welcome and apologies

- The chairperson welcomed everyone to the meeting.
- Apologies were noted as listed above.
- Minutes from the August 2021 meeting confirmed.

2. CACG reports

Community Engagement – Andrew Lund & Tiffany Tang

- Andrew advised Melbourne Airport hopes to begin public exhibition of the draft 2022 Master Plan and third runway Draft Major Development Proposal on February 1, 2022.
- Andrew advised the airport team is still finalising several chapters in the MDP but expects to have those ready in time for February 1.
- The online hub and the noise tool development is progressing and will be completed by the end of this year.
- Melbourne Airport is planning to have online and in person activities during public exhibition of the third runway and Master Plan.
- Tiffany outlined some of the findings from Melbourne Airport’s preliminary engagement program, which focused on how to inform hard to reach cohort in the community.
- Melbourne Airport conducted seven online focus groups, including three sessions for Culturally and Linguistically Diverse members, covering six languages.

- Another focus group targeted young families, while young people provided a lot of feedback. Only one person attended the older online-focus group, possibly because of lockdown.
- Jane asked about engagement with women in the western suburbs. Tiffany explained there had been enthusiasm from a group in Craigieburn, with an extra session facilitated for them.
- Key topics of interest relating to the third runway were:
 - Climate change
 - Pollution
 - Indigenous and European heritage
 - Noise
 - Property values
 - The reasons for the change in runway orientation.

The general tone was supportive of a third runway.

- Key topics of interest relating to the Master Plan were:
 - Public transport
 - Car parking
 - Traffic management
 - Airport terminal connections
 - Interior upgrades and retail improvements
- Feedback on the proposed engagement program was:
 - The introductory video is highly effective
 - Recommended translation of the introductory video
 - The overall presentation was easy to understand
 - Suggestions regarding extra text on some slides
 - Melbourne Airport staff were complimented on their knowledge
- Tiffany provided a summary of 2022 engagement, which will include:
 - Library talks with a focus on key areas of interest
 - Online talks which will mirror in-person events
 - Focus groups (which have proved effective so far)
 - Meet the planner sessions for people who want a one on one discussion about potential impacts
 - An online engagement hub- a product of Covid that will let people explore the information from home
 - An online noise tool that allows people to see how they will be impacted
- Catherine Hunichen asked whether the noise tool would include the new MAEO. Natali explained that the tool would include a link to the Victorian planning overlays
- The airport has put together a flyer that will be mailed to roughly a million homes. It has been translated into seven different languages and shared with focus groups, resulting in changes such as the addition of a phone number for people to call.
- Community champions will be used to help promote the program and encourage people to engage with it. CACG Members can email Kim to express their interest.
- Kieran Pehm commented that the Brisbane online noise tool only included jets not propeller planes and that became a community concern.
- Liz Beattie asked about focus groups and why not ask airline employees and airport staff for their views. Andrew explained in-terminal pop up stands would help capture some of their feedback but agreed more could possibly be done to seek their views.
- Matt Faubel asked about the noise tool and how Melbourne Airport and Airservices Australia's engagement programs overlap. Andrew explained that Melbourne Airport's MDP seeks an

envelope for flight path approvals, and once that is given, Airservices will work within that envelope to develop a detailed flight path. Tim Gill concurred and explained that Airservices is responsible for communicating existing noise, and that there are backstops if new flightpaths are outside of the approved envelopes (ie more consultation would be required).

- Susan Jennison asked had there been discussions about the Electronic Monitoring Unit in Keilor Village (discussion deferred until later in the meeting)
- Fred Ackerman suggested quick hit 30 second videos would help with engagement.
- Jane Waldock asked whether the noise tool would have day and night options. Andrew confirmed that it would.

Rail Projects Victoria- Airport Rail update – Paul Reeves

- Paul indicated the procurement process for the viaduct and airport packages on Melbourne Airport land is now underway.
- RPV hopes to start construction of airport rail in 2022 subject to state and federal government approvals.
- RPV is already engaging on the broader project- phase two has mostly been online because of Covid lockdowns.
- RPV is now working with Melbourne Airport to support similar engagement for the Airport Rail MDP.
- Catherine Hunichen asked what changes had been made to the project in response to community concerns. Paul said feedback is still be finalised, and he is not in a position to highlight how it has changed RPV's approach. Catherine said it was a concern for councils that the turnaround time was fairly short, so making any changes could be tight. This was acknowledged by Paul.
- Petrus Barry asked about a possible Airport West Station. Paul said this had been a very strong theme of feedback, and while it was not part of the project scope, it would be future-proofed to allow for a potential station.

Australian Noise Ombudsman – Kieran Pehm

- Kieran provided an overview of the work the ANO has done, including reports into issues at the Sunshine Coast, Brisbane and the East Melbourne group.
- The ANO can review Airservices and Defence handling of noise and has a growing role monitoring community engagement. He noted that in the past Airservices Australia engagement has been "wanting".
- Kieran outlined national complaint trends, which have generally been low level, with spikes reflecting the opening of new runways at Maroochydore and Brisbane.
- Kieran made the point that it's what's unexpected that generates complaints.
- Detailed the issues experienced in East Melbourne, which experiences overflight from heavy jet traffic and tourist helicopters. Airservices established a RNP (Required Navigation Performance) flightpath into Melbourne in 2013 with a projection flights would increase, but the matter wasn't sent to the Minister and the best possible gloss was put on the noise impacts. The RNP concentrated noise much further out from the airport. Airservices is still engaging with the East Melbourne Complainants.

- In Brisbane concerns were raised about community engagement and the environmental assessments, because the EIS was conducted ten years earlier. ANO doesn't expect similar problems in Melbourne.
- Matt Faubel commented that one positive outcome of the ANO's investigation is that he is now a member of CACG. He raised the issue that the ombudsman can only make recommendations and asked whether there was any push to increase powers? Kieran said not at the moment.
- Susan Jennison said suburbs close to the airport have tried for years to get information across to Airservices and the ANO. Kieran said it was clear suburbs close to the airport suffer the most constant impact and the focus has been on them. He said the RNP has now created a new concentration of noise further away. Susan said closer suburbs haven't had the opportunity to put forward what they are experiencing. Kieran said that in the past community engagement has been poor but it is improving.
- Henry Lam asked whether the state government had any responsibility for aircraft noise. Kieran said they had none, which was a problem given state governments have a role approving new developments and there was often little communication between flight path design and planning.

Airservices Australia– Tim Gill

- Tim provided an update on daily aircraft movements. Pre-Covid-19 there were around 600-700 daily flights but recently it has been closer to 300.
- Tim explained noise monitoring and its noise monitoring tool. Airservices modelled the noise produced by a 737-800, a 787-9 and A330-300 at various locations, and compared that to the actual noise. Confirmed the modelling gives a reasonably accurate idea of what a noise monitor would pick up, if not mixed with other noise.
- Tim outlined recent noise monitor outages
- Tim outlined NCIS complaints and explained why the number of complainants is reported (one complainant could be responsible for dozens of complaints)
- Highlighted the issues raised between June and November.
 - 70% standard flight path movements
 - 11% night movements
 - 11% unusual movements (weather etc)
 - 8% other
- There was a spike in complaints for Runway 34 arrivals in July
- David Cleland asked why most complaints are about arrivals. Tim said there were a range of factors, but perhaps noticeability. Hard to say exactly why.
- Liz Beattie asked if Airservices had done any work with suburbs in Hume. Tim said yes- data is all available online and he had picked out the top four suburbs for complaints in 2020.
- Matt Faubel asked what happens to complaints apart from them being recorded in graphs and whether there was any data about operational changes made in response to complaints. Tim said the first response was usually to investigate the report, and then explain what had happened. Said Airservices has modified its approach to engagement in Hobart, and the recruitment of Donna Marshall has had a huge impact on how Airservices conducts engagement. Says it is trying to reform. He outlined the issues in Hobart and says Airservices is now working with the community to identify what works and what doesn't.
- Susan Jennison asked whether the monitoring unit at Keilor East will be shifted back to Keilor village. Tim said that you don't need a physical monitor there to understand the noise

impact. Kim clarified that meant “no”. Tim said noise monitors may shift closer to the third runway opening.

Melbourne Airport Update– Rosie Offord

- Rosie discussed the increasing traffic at the airport as a result of interstate border requirements being relaxed.
- Increasing passenger numbers have allowed thousands of airport staff to return to work.
- Andrew Lund said some airport businesses were having trouble finding staff after prolonged stand downs.
- Liz Beattie asked about freight traffic. Andrew indicated that it was up significantly, given the lack of hold capacity in passenger aircraft (particularly international).
- Mick Canny asked about landscaping in the business park. Rosie said the airport is aware of the issue, committed to coming back with an answer.
- Rosie discussed plans for public exhibition for the Master Plan 2022 and Third Runway MDP, and explained the reasons why the two are occurring together.
- Petrus Barry asked whether the online noise tool is predictive. Rosie said yes.
- Susan Jennison asked whether APAM will emphasise the shortening of the East-West runway. Rosie said yes.
- Rosie gave a brief update on the Airport Rail project and said APAM continues to work closely with RPV, but at this stage there is no decision on a station location. APAM is proceeding with parts of the Airport Rail MDP that in can. She indicated that what was in the 2018 Master Plan regarding rail will now be in the 2022 Master Plan

Other items

- Kim noted the lack of CACG engagement from Hobsons Bay, Maribyrnong and Hume Councils.
- Kim expressed her disappointment with Brimbank Council’s letter requesting councillor representation, given the excellent representative they have in Catherine Hunichen.
- Andrew Lund and Natali Klasevski advised of plans to engage with other councils and to establish what sort of engagement Mayors would like going forward.
- Kim raised the need for a glossary of acronyms- an Airport 101 style briefing pack.
- 2022 meeting dates discussed. Proposed February 22, May 24, August 23 and November 22.
- Kim acknowledged the work of Paige Ricci and the difference she made in increasing the effectiveness of CACG.
- Irene Stokes asked about meetings being recorded given the long lag between meetings and the minutes being confirmed. Kim indicated CACG had previously agreed meetings would not be recorded, but it had previously been determined that the minutes should be circulated and accepted shortly after meetings. They would then be published on the website. Irene agreed that processing the minutes more quickly would be an improvement.
- Fred Ackerman asked that next year CACG discuss introducing an annual open community meeting.

Next meeting 22 February

Close – Kim Jordan (Chairperson)

Summary of actions - Open

Date	Action requested	Responsible person	Deadline	Closed? Action taken if different to the request
26/11/19	Discussion on state and federal planning to be organised for CACG in 2020.	Kim Jordan	2021	Carried over