

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

ANNUAL REPORT 2011

OBJECTIVE

Melbourne Airport Community Aviation Consultation Group's (CACG) primary objective is to work collaboratively to recognise and enhance:

- the long term sustainability and growth of Melbourne Airport;
- Melbourne Airport's reputation as a responsible corporate citizen within the local and broader community; and
- Melbourne Airport's role as a major economic contributor for Melbourne.

Our strategy is:

- a. to provide a forum:
 - i. for community members and organisations to raise issues and express opinions regarding Melbourne Airport, particularly with regard to planning, development and operations; and
 - ii. for dissemination of information regarding Melbourne Airport, to complement measures employed by airport management and processes required to satisfy statutory obligations;
- b. to identify current and emerging trends in respect of community opinion relating to Melbourne Airport;
- c. to stimulate the interest of the local population in the development of the airport;
- d. to collect and analyse feedback from the community regarding Melbourne Airport;
- e. to report with recommendations to airport management regarding community perceptions and concerns relating to Melbourne Airport; and
- f. to review and discuss any other community-related issues, and engage with the appropriate organisations regarding these as needed.



MEMBERS

The following persons are members of the CACG.

Independent Chair	Darrell Treloar
Community	Kevin Sheehan and Susan Jennison
Australian Mayoral Aviation Council	Cr Adem Atmaca and Domenic Isola
Victorian Trades Hall Council	Brian Boyd
Board of Airline Representatives	Warren Bennett
Committee for Melbourne	Andrew MacLeod
Victorian Department of Planning and Development	David Hodge

The CACG's Terms of Reference provide for the appointment of three community members. A vacancy currently exists and a person from the Diggers Rest community will be recruited thus completing the appointments. With the exception of the Independent Chair, all members donate their time on a pro-bono basis.

In addition to the members noted above, meetings are attended by representatives from the Department of Infrastructure and Transport (Ann Redmond, Jeremy Parkinson and Katie Conn); Air Services Australia (Darren Olsson, Mark Cenin and Kent Quigley); and Melbourne Airport management (Chris Woodruff - CEO, Carly Dixon, Nathan Agnew and Linc Horton).

SUPPORT STAFF

Secretariat support is provided by Melbourne Airport and Jo Powell has undertaken this role. More recently Sarah Jenkins has joined the team and will assist Ms Powell with this task.

CHAIRMANS REPORT – Darrell Treloar

I was appointed the Independent Chair from 1 January 2011 and the CACG was established shortly thereafter. Membership is designed to achieve a balance between the community, aviation services and operators at the airport, local government and relevant Victorian bodies. The community members are drawn from the residential areas situated under the western, southern and eastern flight paths.

The CACG held its first meeting on 24 March and used this occasion for introductions and housekeeping matters. Terms of Reference were adopted, the meeting format and program were agreed and background briefings were provided by the Department of Infrastructure and Transport, and Melbourne Airport.

The second meeting held in Keilor on 17 May 2011 was attended by 45 interested residents; Mr Andrew Elsbury MLC, Member for Western Metropolitan Region; and Catherine Hunichen, Brimbank City Council. The public question time and presentation by Air Services Australia regarding the Review of Environmental Monitoring Units stimulated a good level of community interest. In addition, Member Susan Jennison tabled a number of written questions prepared by residents prior to the meeting. Melbourne Airport management are considering the matters raised and the questions and responses will be placed on the CACG web-site. The meeting also

gave consideration to its future work plan and a number of issues and projects were identified as potential areas to be addressed. It is proposed that a forward meeting program be developed to prioritise work and enhance the effectiveness of the CACG.

While the CACG has only just begun its work, a sound foundation has been laid and a credible start has been made towards achieving its objective. As the work plan is implemented within a structured monitoring framework, the CACG will become more relevant and make a real contribution to the future of Melbourne Airport.

Thank you to all members of the CACG for agreeing to be a part of the group and giving your valuable time for this most important task. Thank you also to Chris Woodruff for your solid support; the Melbourne Airport management team who have embraced the CACG with enthusiasm; and officers from the Department of Infrastructure and Transport, and Air Services Australia. Finally, a big thank you to Jo Powell, who since taking on the secretariat role, has provided professional advice and the hands-on attention required to establish the CACG.

HIGHLIGHTS, CHALLENGES AND OUTLOOK

While the CACG is a relatively new group it has already considered the following matters:

- “Significant Impact on the Local or Regional Community” Guide, Department of Infrastructure and Transport – Briefing
- Essendon Football Club Sporting and Community Facility – Preliminary briefing regarding the proposal and the community consultation process
- “Economic Regulation of Airport Services Public Inquiry”, Productivity Commission - Briefing
- “Review of Melbourne Airport Environmental Monitoring Units”, Air Services Australia – Briefing and invitation to make a submission

One of the challenges the new CACG now faces is to determine how it can best contribute to the various consultation processes in a worthwhile and timely manner, while ensuring it is faithful to its objective. Information briefings serve a purpose but if they do not result in better outcomes being achieved by stakeholders, they can become merely academic in nature. This is an area for exploration as the group moves forward into its second year.

Early community input to the CACG and experience elsewhere within Australia suggest that the following over-arching issues will emerge as ones for attention by the group:

- Impact of airport development on abutting neighbours
- Infrastructure provision
- Aircraft noise

The challenge here is to stay “ahead of the game” by being aware of new information as it becomes available and ensuring the community is fully informed and able to engage with Melbourne Airport, proponents of change and other agencies in a timely and meaningful manner. This will require an ongoing and determined approach by the CACG. It will also be important for the CACG to consider how it can effectively communicate and engage with its stakeholders and the wider community. The CACG is committed to working with all its partners and is confident that it will respond in a pro-active manner to the challenges ahead.

PERFORMANCE

The CACG Terms of Reference require the group to assess its performance annually and report on its assessment in its Annual Report. The assessment is to be based on Performance Indicators set by the CACG at the start of each reporting period. Performance Indicators were not set for the year ended on 30 June 2011 but will be set and reported on in 2012.

FINANCIAL INFORMATION

The CACG does not control funds or assets and while it is an independent entity, it is fully resourced by Melbourne Airport.

BACKGROUND INFORMATION

The Melbourne Airport CACG was established in early 2011 in response to the Australian Government's 2009 National Aviation Policy White Paper (www.infrastructure.gov.au/aviation/nap). The group ensures appropriate community engagement on airport planning and operations and satisfies Melbourne Airport's responsibility to establish and maintain a permanent Community Aviation Consultation Group.

Consultation undertaken in the CACG does not replace other forums and complaint handling mechanisms established by Melbourne Airport or other authorities, such as the handling of aircraft noise complaints by Air Services Australia. In addition the group is not an arbitration or decision making body.¹

CONTACTS

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¹ "Community Aviation Consultation Groups Guidelines"

www.infrastructure.gov.au/aviation/airport/planning/pdf/CACG_Guidelines.pdf