

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Minutes – Tuesday 20 May 2014, 6:00-8:00pm
Keilor City Church, 80 Harrick Road, Keilor

Present:	Darrell Treloar	Independent Chair
	Susan Jennison	Community
	David O'Connor	Community
	Mateja Rautner	Community
	Frank Rivoli	Community
	Deanna Van Rooy	Community
	Catherine Hunichen	Noise Abatement Committee
	Jim Gard'ner	Victorian Department of Planning, Transport and Local Infrastructure
	Brian Boyd	Victorian Trades Hall Council
	Domenic Isola	Australian Mayoral Aviation Council

Also in attendance were:

Jo Powell	Melbourne Airport
Carly Dixon	Melbourne Airport
Chris Woodruff	Melbourne Airport
Samara Williams	Melbourne Airport
Trent Kneebush	Melbourne Airport
Renee Atkinson	Melbourne Airport
Marcelo Alves	Commonwealth Department of Infrastructure and Regional Development
Simon Cousins	Airservices Australia

Apologies:

Cr Adem Atmaca	Australian Mayoral Aviation Council
Robert Walters	Community Member
Sarah Renner	Melbourne Airport
Bryan Thompson	Melbourne Airport

Number of public in attendance: 20

The meeting commenced in a closed session and the Chair welcomed members.

1. CACG Membership

The Chair reported on the recruitment process for appointment of two new community members and the outcome, including details of interviews conducted with candidates. He recommended that Frank Rivoli and Deanna Van Rooy, both residents of Gladstone Park with a history of community involvement, be appointed.

It was agreed that Frank Rivoli and Deanna Van Rooy be appointed to the CACG to fill the vacant community member positions.

The meeting was opened to members of the public at 6:10 pm.

2. Introductions – Darrell Treloar, Chair

The Chair welcomed attendees. He thanked and acknowledged the members of the public in attendance and thanked them for waiting for the start of the meeting. The Chair explained on occasions the CACG may have agenda items which are needed to be discussed in private prior to the main meeting.

The Chair welcomed new CACG members Frank Rivoli and Deanna Van Roy. He explained both new members were from the Gladstone Park area and had previous experience with community groups in the local area.

The Chair said it had been an extensive recruitment process for these new members. He explained the CACG needed members who had strong experience in community groups and were connected with their local community. Both Frank and Deanna have experience in this area

The Chair also welcomed:

- Ron Brent the Aircraft Noise Ombudsman
- Michael White, Aviation Safety Advisor from Civil Aviation Safety Authority.

The Chair invited and noted other items for discussion under Other Business later in the meeting.

3. Confirmation of Minutes of Meeting held 18 February 2014 – Darrell Treloar, Chair

The Chair explained the CACG Terms of Reference are silent regarding the number of members required to be in attendance to form a quorum. Accepted convention is greater than 50% of members is normally required.

It was **AGREED** that the minutes of the meeting held on 18 February 2014 be confirmed as an accurate representation of the meeting and to remove any doubt regarding there having been a quorum and the status of the meeting, all decisions taken by the meeting be ratified.

4. Public questions/submissions

The Chair explained 30 minutes had been allocated to public questions for this meeting. He explained as there is a full agenda for tonight's meeting public questions would be limited to 30 minutes to allow for enough time for the agenda items.

1. *Philip Humphreys – Given the short fare taxi fare system has been withdrawn arbitrarily, when will Melbourne Airport institute a system to cope with customer and driver need to put passengers travelling short distances together with drivers happy to travel to those local destinations? The recent number plate recognition technology could offer a solution that does not require a lot of manpower.*

Carly Dixon outlined that as the airport grows, getting taxis in and out of the airport as effectively as possible is important. Mrs Dixon explained that managing short fares plays a critical role in this. She explained that in the past there was a short fare system in place at Melbourne Airport. Under this system the airport tried to manage the process so it was fair for both drivers and passengers. However, over time this scheme suffered from poor intent from those who did not want to follow the system, resulting in bad outcomes for both drivers and passengers.

In April 2014 the Essential Services Committee (ESC) announced changes to the structure and level of taxi fares in Victoria which was welcomed by the Victorian Taxi Association (VTA). The revision of the system included a restructure of the flag fall to try and reduce the incidence of

short-fare refusal, which was considered to be the main complaint about taxis throughout Melbourne.

The VTA stated the ESC had taken into consideration the requests of taxi drivers to implement better incentives for drivers to take short-fares and now considered this matter to be resolved.

Mrs Dixon explained Melbourne Airport meets with taxi drivers through the VTA to discuss issues on a regular basis.

Susan Jennison said the refusal of short fares from the airport continues to be an issue for local residents and Melbourne Airport should have a system in place to resolve the issue.

Mrs Dixon acknowledged this and said passengers are at the forefront of what the airport does. She explained taxi drivers picking up passengers from the airport should not be turning away fares no matter how long or short. If there were any complaints regarding this matter they should be lodged with the Taxi Services Commission.

2. *Alex Jinks – Is the committee aware of the City of Melton’s Green Wedge Management plan? If so, have submissions been made in relation to the proposed rezoning of green wedges to discourage residential development south and west of Diggers Rest?*

Trent Kneebush said he was not aware of the details, but is something Melbourne Airport can look into and respond to.

ACTION – Melbourne Airport to investigate Mr Jinks’ question and respond.

NOTE – Melbourne Airport has subsequently reviewed the plan and made a submission outlining the importance of airport safeguarding and protecting green wedge areas surrounding the airport.

3. *George Betts – In reference to the noise monitor situated in Keilor, what is the maximum dBA level for departing aircraft? Does Airservices carry out any surveillance of aircraft operating at Melbourne Airport?*

Simon Cousins from Airservices explained WebTrack gives an overview of every aircraft which operates from Melbourne Airport. WebTrack can be found at <http://www.airservicesaustralia.com/aircraftnoise/webtrak/>

Airservices also produce quarterly Noise Information Reports for major urban airports. The most recent report can be found at <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>

Mr Cousins explained there is no set dBA limit for aircraft operation in Australia. By legislation aircraft are required to meet certain criteria, which must be met before they can operate in an area. Compliance with these requirements is not reviewed by Airservices. However, aircraft are required by law to meet set requirements before they can operate in Australia. Mr Cousins explained Airservices undertakes checks for safety, but not noise.

Mr Cousins also explained noise abatement procedures are designed to reduce the impact of aircraft noise on the community. These procedures are not based on dBA levels and are

implemented by air traffic control. Their use is not mandatory and is subject to weather conditions and aircraft requirements.

4. *Erich Drack – Why do the number of departures on the north-south runway vary from weekend to weekend? On some weekends I have counted up to 80 aircraft taking off to the south when there has been no wind.*

Simon Cousins from Airservices explained air traffic control advise pilots which runway they can use. Generally aircraft take off into the prevailing wind and the wind levels are outlined in safety procedures. Winds vary greatly and are seasonable which means aircraft will need to take off in different directions at different times of the year.

For example between January and March 30 per cent of aircraft will take off to the south. Between July and September this level drops by 10 per cent.

5. *Gary Lawes – Have ANEF contours been amended and approved. If they have are they subject to the review of AS2021? Who is responsible for any amendments and when are they likely to be completed?*

Trent Kneebush explained Melbourne Airport's ANEFs were amended and endorsed by Airservices as part of the 2013 Melbourne Airport Master Plan process. These ANEFs were developed in accordance with the current AS2021. These can be found in the 2013 Master Plan which is available at <http://melbourneairport.com.au/about-melbourne-airport/planning/master-plan.html>

The AS2021 is unlikely to impact on the contours and Ron Brent will cover the review in more detail in agenda item 5.

Now the ANEFs have been updated, State Government will review the Melbourne Airport Environs Overlay (MAEO).

Jim Gard'ner outlined this is likely to occur in 2015 and was referred to in Plan Melbourne which was released on 19 May 2014.

6. *Joe Butler – With the increase in aircraft traffic, what precautions are being taken to reduce the amount of kerosene pollution settling in the Keilor Valley – affecting people's health.*

Jo Powell explained air quality is an important issue for Melbourne Airport. Previously Melbourne Airport undertook air quality monitoring in the community. However, these monitors were recording negligible air quality impacts and the EPA advised these monitors were no longer required.

However, recognising air quality is a significant issue, last year Melbourne Airport decided to recommence air quality monitoring. Last year a monitor was installed in the Melbourne Airport Business Park. The airport is aiming to have monitors installed in the community by late 2014.

Ms Powell said Melbourne Airport understood fuel dumping is a significant community issue. She explained fuel dumping is an issue which is discussed between the pilot and air traffic control before it can be carried out. If it is required, fuel is dumped at heights where the fuel evaporates, usually over the ocean, not over local communities.

Ms Powell explained this is a very rarely used emergency procedure and had not been carried out over Melbourne for quite some time.

Under the current Air Navigation Regulations the operator of an aircraft must ensure fuel is not released from an aircraft unless it is safe to do so. It can only happen if permission is given by traffic control.

7. *Public question – During December and January I raised complaints with Airservices regarding Emirates and Etihad airlines taking off to the south and making a hard right (turn) over Keilor. What accountability to airlines have in regards to these breeches?*

The Chair explained this question was addressed at the February 2014 CACG meeting. Mr Cousins reported these early turns were investigated and discussed with the airlines concerned. Since then, the number of early turns in the area has decreased.

5. Australian Standards 2021 review – Ron Brent, Aircraft Noise Ombudsman

Ron Brent, the Aircraft Noise Ombudsman gave a presentation on his role and responsibilities, the review of AS2021 and his complaints process.

The Aircraft Noise Ombudsman is chairing a review into AS2021, the Australian Standard for aircraft noise. Last reviewed in 2000, AS 2021 was originally designed as a building and construction standard to minimise aircraft noise. The key feature of the standard is the ANEF (Australian Noise Exposure Forecast).

The ANEF is a highly technical tool based on a measure of total noise load. The ANEF number is worked out using a complex formula to give an objective measure (dose) which is then matched with reactions to noise (response). While these can be used for planning purposes, they are not reflective of people's perceptions of noise. Because of this a guidance document is being developed to assist understanding by publishing information about aircraft noise. It will look at figures such as N60 (where aircraft noise experienced at a point on the ground equals or exceeds 60 dBa on 60 occasions in a given period of time), flight paths and flight frequency to assist reporting on noise.

It is expected the review into AS2021 will be available to the public later this year.

The Aircraft Noise Ombudsman is also responsible for responding to complaints regarding the management of aircraft noise complaints. Over the last 12 months 20 complaints have been received from Victoria. Of these nine were complaints related to Melbourne Airport. Of these complaints:

- Three related to arrivals on Runway 27
- Two related to complaint handling
- One needed to be redirected to another area
- Three needed further explanation to clarify the information provided.

On occasion, the Aircraft Noise Ombudsman can get better noise outcomes, however often these changes are marginal. While Airservices is responsible for managing and responding to aircraft noise complaints the Aircraft Noise Ombudsman is working with Airservices to improve community responses. The Aircraft Noise Ombudsman explained the importance of all stakeholders and the community working together.



140520_Aircraft
Noise Ombudsman pr

Members of the CACG were offered the opportunity to ask questions regarding the presentation.

- 1. Susan Jennison** – Spoke to the CACG about a response she had received from Airservices in March 2014 closing out her ongoing communications with them regarding flights from the North-South runway. She explained that Airservices need to consider alternative responses which consider stakeholder needs rather than referring to WebTracker.

The Aircraft Noise Ombudsman said he has spoken to Susan and with Airservices regarding this matter. He explained he is currently working with Airservices to review the process and he believes a good outcome will be achieved.

The Chair thanked the Aircraft Noise Ombudsman for his presentation to the CACG. He said he found the presentation very informative and invited members of the CACG and the public to speak to Mr Brent after the meeting if they had any further questions.

6. Civil Aviation Safety Authority (CASA) overview – Michael White, CASA

Michael White from the Civil Aviation Safety Authority (CASA) gave a presentation on the role of CASA in Australian aviation safety regulation.

CASA is responsible for the promotion of aviation safety through effective regulation and encouraging the wider aviation community to embrace and deliver high standards of safety.

He gave an overview of the system of aircraft separation for operations on a single runway and the usage requirements around this system. He also focused on the role of CASA in the community, especially amongst the aviation community to encourage them to take responsibility for safety and influence them to achieve safety outcomes.

The Chair asked the CACG if they had any questions for Mr White.



140520_CASA
presentation

- 1. Susan Jennison** – On May 7 there was an incident involving a Vietnam Airlines aircraft. Is CASA involved with investigating this incident?

The Transport Safety Authority is currently undertaking an investigation into the incident and CASA has been kept involved in this process. If there is significant need to do so, CASA can undertake an independent investigation into the incident.

The Chair thanked Michael for his presentation and attendance at the CACG. He said this is the first time CASA has presented to the CACG since it began in 2011 and it is interesting to hear about what CASA are doing.

7. Runway Development Program update – Carly Dixon, Melbourne Airport

Carly Dixon gave a presentation about the Melbourne Airport Runway Development Program and the process the airport is following to gain approval for a third runway.

The runway will run in an east-west direction and will measure 3,000 metres long and 60 metres wide. It will be located 2,000 metres south of the existing east-west runway which will allow for independent operation of each runway. The new runway will increase the capacity of the airport to 380,000 aircraft movements per annum.

Now the 2013 Melbourne Airport Master Plan has been approved, the airport is working on the next stages of the approvals process for the Runway Development Program. The first phase of approvals is the Referral process.

The Referral will assess whether the Runway Development Program is a controlled action under the *Environment Protection Biodiversity Conservation Act 1999*. This Referral will determine the environmental assessment process and guidelines required for the project. The Referral has been triggered by changes in the local airspace and the potential impacts to protected species including the Growling Grass Frog and native vegetation.

Melbourne Airport will submit the Referral to the Minister of Environment at the end of this week and the document will be available for public comment for 10 business days. The Department of the Environment will post the Referral at <http://www.environment.gov.au/topics/environment-protection/environment-assessments>

Once the environmental assessment process and guidelines have been determined by the Minister of Environment, studies will be completed to assess the full range of impacts. Studies include social and economic impacts, noise impacts, air quality and flora and fauna will be completed by Melbourne Airport.

These studies will feed into the draft Major Development Plan which will be available for public exhibition in 2016. At this time Melbourne Airport is working on acquiring the land required to construct the third runway.

Melbourne Airport is committed to undertake open and transparent communication about the Runway Development Program throughout the approval and construction phases. Community consultation will be a critical part of this process.



140520_Runway
Development Program

The Chair thanked Carly for her presentation.

The Chair referred to the busy agenda for this meeting and asked the CACG to hold their questions until the end of the next item.

8. Melbourne Airport Environment update – Renee Atkinson, Melbourne Airport

Renee Atkinson gave a presentation regarding the Melbourne Airport Environment Strategy and studies being completed as part of the Runway Development Program.

Melbourne Airport was the first airport in Australia to achieve ISO14001, which is the international standard for Environmental Management Systems. Work on the development of a sustainability strategy for the airport is also being completed.

The presentation also gave an overview of the studies underway as part of the Runway Development Program. These studies included investigations into protected flora and fauna species and work on Cultural and Historical heritage.



140520_Melbourne
Airport Environment L

The Chair thanked Ms Atkinson for her presentation.

The Chair invited members of the CACG to ask questions to Mrs Dixon and Ms Atkinson regarding their presentations.

1. Susan Jennison – *Carly, you mentioned land acquisition in your presentation. Is Melbourne Airport completing any acquisition for a rail link?*

The acquisition Melbourne Airport is working on at the moment relates specifically to the Runway Development Program.

The acquisition Susan is referring to is for the airport railway development which was announced recently by the Victorian Government. The airport has reserved an area in the alignment of Airport Drive for the proposed airport rail link. This land has been reserved for a rail alignment for some time.

Jim Gard'ner said Plan Melbourne provided an outline of the proposed airport rail link. At the moment this is in very early stages and while some of the alignment has been established as a rail link in overlays, the final alignment and required acquisitions will be identified during the planning process.

9. Report

9.1.1 Work plan – status of actions

The Chair noted the work plan was circulated with the meeting agenda and asked if CACG members had any questions regarding the status of actions. No questions were raised during the meeting.

The report was **NOTED**.

9.1.2 Noise Abatement Committee

Catherine Hunichen presented a verbal report of the May meeting:

- Simon Cousins from Airservices presented to the Noise Abatement Committee. He provided an overview of the noise complaint report in its new format which links runway usage with complaints for the first time. The report outlined that 70 per cent of arrivals on Runway 16 were carried out over non-residential areas. Airservices is seeking feedback on the format of these reports from the public and all feedback is appreciated.

- Airservices has also seen an increase in noise abatement compliance and a significant reduction of complaints from Keilor since February.
- In the first quarter Melbourne Airport noise report there were 76 complaints from two contacts over February and March. However, due to the timing of the Noise Abatement Committee meeting, Airservices did not have enough time to thoroughly investigate these issues. The report can be found [here](#).
- The Noise Abatement Committee also received a presentation from Virgin Australia. The presentation gave a detailed overview of noise abatement procedures and how they work. Catherine said this would be a good presentation for the CACG.
- The next meeting of the Noise Abatement Committee will be 14 August 2014.

The Chair thanked Ms Hunichen for providing the CACG with an update from the Noise Abatement Committee. The Chair asked if there were any questions from the group.

1. Susan Jennison – Noise Abatement Committee discussed curfew for east-west runway in February meeting and this was opposed by APAM. Why was this? Why has it not be brought up since? Why has the committee not discussed a curfew for the North-South runway?

Carly Dixon explained Melbourne Airport's curfew free status is critical to the airport and brings economic benefits to Victoria. Melbourne Airport has an advantage over other major airports as aircraft are permitted to depart overnight, often with high value, time sensitive freight items on board, which arrive in valued overseas markets in time for opening the following day.

9.1.3 Planning Coordination Forum – Carly Dixon, Melbourne Airport

Carly Dixon reported on the PCF meeting held on 15 May. The PCF discussed the release of Plan Melbourne, the review of AS2021 and the State Government's commitments in the 2014 budget, including an airport rail link and the widening of the Tullamarine Freeway.

The Chair thanked Mrs Dixon for her presentation. The Chair explained this was the first time the CACG has received an update regarding the PCF but that it will become a regular feature of future meetings.

10. Other business – Darrell Treloar, Chair

The Chair asked if members of the CACG had any other business they wished to discuss with the group. He noted Susan Jennison had some additional agenda items, but these had already been discussed during the course of the evening.

Susan Jennison said she wanted to talk to the group about short taxi fares, Airservices, air safety issues and health issues. She said while these items had been discussed at tonight's meeting they do need to be further addressed.

Frank Rivoli asked the Melbourne Airport and Airservices about airport safeguarding and noise insulation and their definition under an airport levy.

Mr Rivoli said under the current definitions an airport with buildings located within a 25 ANEF contour can become a qualifying airport for noise insulation programs. Frank explained that he believed from his own investigations that Melbourne Airport has properties within the ANEF 25 contour.

Mr Rivoli said he would like some information from Melbourne Airport and Airservices regarding the statements made so far about properties located within the ANEF contours. He said he would also like to know if properties do not fall within these contours, how much are they out by?

It was agreed Melbourne Airport would review Frank's question and respond to him with further information.

The Chair thanked Mr Rivoli for his comments.

ACTION – Melbourne Airport and Airservices to respond to Frank Rivoli regarding questions tabled.

David O'Connor asked Airservices if it was possible for WebTrack to include a print functionality.

Mr Cousins explained new acoustic consultants have recently been appointed and WebTrack's functionality is being reviewed. He will forward this suggestion on and advised the CACG further suggestions are welcome.

David O'Connor asked about aircraft movements over Diggers Rest. He said it appears that aircraft movements are increasing over the township, which is outside the ANEF overlay.

ACTION – Airservices to investigate the perceived increased aircraft movements over Diggers Rest.

The Chair asked members of the CACG to consider emailing questions requiring further investigation at least two weeks prior to ensure they can be tabled and addressed at the meeting. This would allow Melbourne Airport and Airservices enough time to prepare a response and give the group an opportunity to discuss the response.

The Chair indicated that the annual survey would be circulated to the CACG to provide input into the annual report.

ACTION - Survey to be circulated to CACG members.

Meeting closed at 8.15pm.

The next CACG meeting will be held at 6.00pm on Tuesday 19 August 2014 at Kangan Institute, 35 Pearcedale Parade, Broadmeadows.

Actions Summary			
Meeting	Item	Lead	Status
18/02/2014	CACG to ask AMAC to present to the group	Darrell Treloar	Chair asked AMAC to present. AMAC expected to present in August.
18/02/2014	Melbourne Airport to upload and update minutes from Noise Abatement Committee meetings	Jo Powell	Completed.
18/02/2014	Melbourne Airport to meet with Sam Cetrola to discuss third runway usage	Jo Powell	Completed.
18/02/2014	Melbourne Airport to supply hard copies of the 2013 Melbourne Airport Master Plan	Jo Powell	Distributed May 2014 meeting
18/02/2014	Present information regarding aircraft noise levels from Runway 16	Simon Cousins	Response required.
18/02/2014	Investigate departures from Runway 16 between 12.00 midnight to 4.00am	Simon Cousins	Response required.
20/05/2014	Investigate green wedge zoning around Diggers Rest and respond to Alex Jinks question	Trent Kneebush	Response included in minutes.
20/05/2014	Melbourne Airport to respond to Frank Rivoli regarding ANEF contours and property insulation programs.	Jo Powell	Melbourne Airport investigating enquiry.
20/05/2014	Airservices to investigate perceived increased aircraft movements over Diggers Rest.	Simon Cousins	
20/05/2014	CACG survey circulated to members	Samara Williams	Survey circulated with minutes.