

**MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP**  
**Minutes – Tuesday 19 August 2014, 6:00-8:00pm**  
**Kangan Institute Auditorium, 35 Pearcedale Parade, Broadmeadows**

<b>Present:</b>	Darrell Treloar	Independent Chair
	Susan Jennison	Community
	David O'Connor	Community
	Mateja Rautner	Community
	Frank Rivoli	Community
	Deanna Van Rooy	Community
	Robert Walters	Community
	Brian Boyd	Victorian Trades Hall Council
	Domenic Isola	Australian Mayoral Aviation Council
	Cr Adem Atmaca	Australian Mayoral Aviation Council
	Jim Gard'ner	Victorian Department of Planning, Transport and Local Infrastructure

**Also in attendance were:**

Sarah Renner	Melbourne Airport
Jo Powell	Melbourne Airport
Carly Dixon	Melbourne Airport
Samara Williams	Melbourne Airport
Trent Kneebush	Melbourne Airport
Melanie Hearne	Melbourne Airport
Simon Cousins	Airservices Australia
Matthew Moray	Airservices Australia
Rod Burgess	Commonwealth Department of Infrastructure and Regional Development

**Apologies:**

Catherine Hunichen	Noise Abatement Committee
Chris Woodruff	Melbourne Airport

Number of public in attendance: 28

**1. Welcome and apologies – Darrell Treloar, Chair**

The Chair welcomed attendees to the meeting. He said it was pleasing to see a number of public attendees at the meeting and taking advantage of the opportunity to engage with Melbourne Airport through this forum.

The meeting observed a minutes silence as a mark of respect for those who had lost their lives as a result of the MH17 tragedy.

The Chair noted that Chris Woodruff and Catherine Hunichen had tendered apologies for this evening's meeting.

The Chair welcomed Matthew Moray from Airservices to the meeting.

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

## 2. Confirmation of Minutes of Meeting held 20 May 2014 – Darrell Treloar, Chair

It was **AGREED** that the minutes of the meeting held on 20 May 2014 be confirmed as an accurate representation of the meeting.

## 3. Public questions/submissions

The Chair explained 30 minutes had been allocated in the agenda for public questions. He said if all the questions could not be responded to in the allotted time, they would be held over until the end of the meeting, time permitting. He advised if they could not be answered at the end of the meeting, written responses to the questions will be included in the minutes of the meeting.

1. *Ken Buch - The total flight operations at the airport will change to accommodate parallel runway operations. The extended centreline of 09/27 south will be much closer to Essendon Airport's control zone, which already interferes with Melbourne Airport's operation.*

*I am interested to hear how Melbourne Airport wishes to accomplish all of this.*

*Will the standard arrival routes in use at the moment change to radar directed arrival as they use in Sydney?*

*Will the North/South runway still be the preferred runway, especially at night (wind permitting)?*

Mr Kneebush explained that over the next 12 months to two years, the airport will work through these questions as part of the Major Development Plan for the Runway Development Program. Mr Kneebush said Melbourne Airport is in the process of engaging with consultants to undertake research into flight operations as part of the research into the Runway Development Program. The airport will also work with CASA and Airservices during this time.

Mr Kneebush said moving to parallel runways will change the airspace

Simon Cousins said Airservices will begin work on the area's airspace and new flight path development approximately two years before the runway is operational.

2. *John Rutherford – Could I be informed on the details of what policies have been adapted by Melbourne Airport Community Aviation Consultation Group to protect residents from the impact of noise associated with aircraft use relating to the proposed East-West runway at Melbourne Airport.*

*Will residents who have lived in the area affected by the flight path for decades, be offered all possible assistance to protect them from the problem in connection with having to live under a new flight path?*

The Chair advised Mr Rutherford that the question is better directed to Melbourne Airport, however as the question was addressed to the CACG he will respond. In regards to the CACG, the group does not have the power to protect the community or make decisions on behalf of Melbourne Airport. The CACG is a forum where community concerns can be raised and heard by Melbourne Airport, Airservices and other planning authorities. The CACG will work with the airport during the community consultation process to allow the public to have their voices heard.

Carly Dixon said Melbourne Airport is approximately 18 months away from submitting the Major Development Plan for the Runway Development Program to the Commonwealth Government. Ms Dixon explained the airport is currently undertaking detailed studies including social, economic and health studies. Once the findings have been finalised the airport will make this information available to the public to ensure the community is kept informed throughout the approval process. There will also be the opportunity for the community to comment during the public consultation process for the Runway Development Program.

3. *Elaine Whalkey – Why has housing been permitted in these areas expected to be impacted by the East-West runway and why can't the runway be constructed in a North-South direction which would impact fewer residents?*

*What is going to happen with the Tullamarine Freeway which is already congested and what environmental impacts are going to occur to the local community as a result of these developments?*

Carly Dixon explained the Melbourne Airport Environs Overlay (MAEO) has been developed to protect the airport by limiting inappropriate land use and development in the noise-affected areas surrounding the airport to ensure it does not affect daily operations. The MAEO is a State Government planning tool which is reviewed in line with the Melbourne Airport Master Plan. The next review of the MAEO is expected to occur in 2015.

Melbourne Airport meets with local government representatives to deter the inappropriate development of land in the areas surrounding the airport.

Ms Dixon said Melbourne Airport has proposed a four runway layout since its inception in 1970. The airport currently operates on a cross runway system which is anticipated to reach capacity between 2018 and 2022. During the Master Plan process when the orientation of the 3rd runway was being decided a number of factors were taken into consideration including efficiency, social impacts, airport capacity and future growth. Based on this research the decision was made to construct the east-west runway.

Melbourne Airport is also looking at the congestion issues surrounding the airport. Ms Dixon explained the airport is working on initiatives to ease congestion into and around the airport, including the extension of Airport Drive and the construction of the Elevated Loop Road. The airport does lobby the State Government regarding key infrastructure projects to improve access to the airport for the future. This includes the widening of the Tullamarine Freeway and construction of a rail line to Melbourne Airport.

Ms Dixon said Melbourne Airport is in the process of undertaking key studies in preparation for the release of the Runway Development Program Major Development Plan. This includes environmental studies and the information from these reports will be made available to the public once they have been finalised.

4. *Elizabeth Kosomovic – Why is the proposed third runway direction orientated East-West when in fact the buffer zone no longer exists for that direction – and predominant winds are from North-South directions.*

Carly Dixon said a number of factors were considered when the airport was considering which runway to construct next. Weather was one factor considered.

Simon Cousins explained the prevalent wind at Melbourne Airport changed throughout the year. During winter departures on the south runway are reduced, however in the summer months they increase. You can't say there is one prevailing wind direction at Melbourne Airport. Mr Cousins said Airservices produce quarterly reports which look at wind direction and how it impacts on runway usage. These reports can be found at <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>

5. *Rob Curkpatrick – Could the chair spend a couple of minutes explaining the changes to the original plans that have come about as a result of listening to community and resident concerns?*

*This relates to the more general role of the CACG. Are the meetings making any impact? Were people listening and some of these proposals being changed?*

The Chair explained the CACG works to increase the awareness of what the community is concerned about. An example of this is an issue which occurred last year regarding early turns from the south runway. By raising this issue with the CACG Airservices and airlines were able to work with pilots to make sure they adhered to noise abatement procedures.

The CACG also works to enhance the community's understanding of the decisions made by Melbourne Airport, Airservices, etc. and allows these organisations to communicate how decisions are made.

Jo Powell said in terms of the Master Plan process the airport undertook an extensive community engagement program including stands at shopping centres and information sessions to raise awareness of the projects included in the Master Plan.

Melbourne Airport looked at all of the submissions made to the 2013 Master Plan and outlined to the Commonwealth Minister for Infrastructure and Regional Development how the airport had considered the submissions made. Many of these were in regards to planning and resulted in some changes to the Master Plan.

6. *Vasuija Kojic – Does Moorabbin Airport plan to introduce a curfew and ban planes flying between 10pm and 6am?*

*What is the Moorabbin Airport Master Plan 2015 like in terms of planned increases and flight paths in the eastern and southern suburbs?*

*What are Melbourne Airport's profits like and are these profits shared with the Commonwealth Government?*

*Does Melbourne Airport support a rail link to the airport?*

The Chair advised Ms Kojic that some of the questions recorded are in regards to Moorabbin Airport and the members of the CACG do not have information regarding this airport readily available at this meeting.

Rod Burgess explained Moorabbin Airport has its own CACG. Information regarding this CACG can be found at <http://www.moorabbinairport.com.au/community/macacg>

Australia Pacific Airports Corporation Limited (APAC) operates two key Australian aviation assets, Melbourne Airport and Launceston Airport. APAC acquired the lease for Melbourne Airport in July 1997 operates the airport under a 50 year long term lease from the Federal Government, with an option for a further 49 years. Melbourne Airport is privately run and does not share its profits with the Commonwealth Government. Information regarding the airport's financial performance can be found in the airport's annual report which can be found at <http://melbourneairport.com.au/about-melbourne-airport/corporate-information/annual-reports.html>

Getting our passengers, visitors and staff to and from the airport precinct in a timely and efficient way is becoming increasingly important as the airport grows. Melbourne Airport supports the Victorian Government's announcement to construct a rail link between Southern Cross station and the airport.

7. *Rodney Watt – Why hold your meetings at a time when you know when there will be people still on their way home and mothers feeding children their evening meal. Surely you can't be so stupid to think that makes you look good?*

The Chair explained that when the CACG was established the group put a lot of thought into the timing of the meeting. It was also decided to hold the meetings in various public venues in residential areas on the four approaches to airport and to have as much of the meeting as possible held in open session. The Chair said the meeting arrangements were intended to provide access to the greatest number of people.

The Chair said the CACG is still having discussions about the meeting time and thanked Mr Watt for the question. He said it is important this matter had been raised as the group will consider an alternative time and implement it if there is consensus.

Jo Powell said the CACG is not the only communication option available to the community to talk to Melbourne Airport. A number of communication channels exist including the community relations number (9297 1597) and email address (community@melair.com.au).

8. *Keith and Vicki Munday – Has any consultation with local community, schools, hospitals, aged care, homeowners, kindergartens, businesses, etc. been done other than these poorly timed (i.e. 6.00pm) meetings, i.e. information booths in shopping centres?*

*A lot of people in the community do not know about this project at the moment.*

Jo Powell said Melbourne Airport did undertake an extensive community consultation program during the development of the 2013 Master Plan. This included public meetings, publishing communications materials and displays at local shopping centres.

Ms Powell explained that Melbourne Airport is currently working on the communication plan for the third runway. Mr and Mrs Munday's feedback will be considered during the plan's development.

9. *Keith Munday – What is the elevation (guide line) on the proposed runway over Gladstone Park?*

Sarah Renner said the glide path from the third runway would operate on the same glide path as the airport's existing runways.

Ms Renner said Melbourne Airport has a noise tool on the airport's website which shows proposed levels for aircraft operating from the third runway. The noise tool can be found at <http://melbourneairport.com.au/about-melbourne-airport/planning/melbourne-airport-noise-tool.html>

10. *Vicki Munday – Where are the noise metres situated and what independent studies have been done on the effects on local communities?*

Simon Cousins explained that Airservices have six permanent noise monitors located around Melbourne Airport and the data from these monitors is uploaded to WebTrak where the public can view the noise levels at these monitors. The noise data is also used in Airservices' quarterly reports on air traffic in the Melbourne basin. The report explains the noise events occurring in the area.

People can access WebTrak via <http://www.airservicesaustralia.com/aircraftnoise/webtrak/>

Trent Kneebush outlined that further studies will be undertaken as part of the Runway Development Program Major Development Plan. The outputs of these studies will be communicated to the local community.

11. *Vicki Munday - If the flight path is going over Gladstone Park at the moment why are you not placing a noise monitor there?*

Mr Cousins advised that Airservices is investigating other noise monitor locations around the airport.

Susan Jennison said there is no prescribed noise level which outlines what constitutes a noise exceedance.

The Chair said Australian Standard, AS2021 provides some guidance around noise levels and aircraft.

12. *Ian Johnson – When will Melbourne Airport clearly define the flight path for the proposed third runway? Residents of Gladstone Park want to see exactly where/who is most affected by the detrimental effects of the airport.*

Simon Cousins explained the assignment of flight paths from Melbourne Airport's third runway is the responsibility of Airservices. Planning for flight paths from the new runway will be conducted approximately two years before the runway is operational.

Sarah Renner said more information and indicative flight paths are available in the Melbourne Airport 2013 Master Plan. The airport's noise tool also gives an indication of noise impacts from the runway.

The Melbourne Airport 2013 Master Plan can be found at <http://melbourneairport.com.au/about-melbourne-airport/planning/master-plan.html>

Jo Powell said the airport will provide the community with more information around the third runway as the planning process continues.

13. *Keith Munday – Have any studies been completed on the effect of the third runway on property prices and their decline due to the third runway?*

Carly Dixon explained Melbourne Airport has started undertaking surveys which will provide information to the airport for the Runway Development Program Major Development Plan.

14. *Sheridan Tate – By what levels will the addition of a third runway and increased flights increase levels of toxic emissions?*

*Has Melbourne Airport, the Commonwealth, the State Government of Victoria and the Hume Council sought to conduct scientific studies and risk analysis on the long-term effects to human health and the environment of both existing emissions and increased emissions and if so has evidence of any findings been provided to the community as part of any consultation?*

*Having a duty of care what is Melbourne Airport, the Commonwealth, the State Government of Victoria and Hume Council doing to mitigate any negative health impacts that may result from toxic aviation emissions on those people living and working in the vicinity of the airport and existing and proposed flight paths?*

*How are Melbourne Airport, the Commonwealth, the State Government of Victoria and the Hume Council going to address increased greenhouse gas emissions due to any airport expansion?*

Sarah Renner explained that Melbourne Airport is undertaking a number of independent studies in preparation for the Runway Development Project Major Development Plan. The two Ms Tate mentioned form part of the health and environment section of the plan.

Ms Renner said that over the next calendar year, as these studies are completed, we will work to make this information available to the public.

#### **4. Role and activities of the Australian Mayoral Aviation Council – Cr Adem Atmaca, AMAC**

Cr Adem Atmaca presented on the role of Australian Mayoral Aviation Council (AMAC) and the group's involvement with the CACG. Cr Atmaca represents Hume City Council on AMAC and represents AMAC at the Melbourne Airport CACG.

Membership of the AMAC is open to local government authorities throughout Australia who are affected or are potentially affected by airport operations or aircraft noise. Their objective is to ensure all reasonable measures are taken by relevant authorities to minimise the adverse effect of aircraft and airport operations on local communities.

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

1. **Frank Rivoli** – *The community would like to see a bit more grass roots communication about the things shared with other local government authorities. How have other communities dealt with the issues surrounding the airport and its impacts on the community and learn from the mistakes of others.*

The AMAC does not lead community consultation. The public needs to lobby the right people and organisations so AMAC can support these issues at a higher level.

2. **Susan Jennison** – Was AMAC involved or consulted about the third runway? *What about the widening of the North-South runway?*

AMAC is not a consultative body but the group is a representative of the community at a policy level. The group does not lobby for the issues of a particular local community rather it is a group who is able to discuss concerns at a broader level and understand the issues experienced across Australia.

3. **David O'Connor** – *Is there is some way the CACG can tap into the group somehow?*

There are two AMAC representatives who are members of the Melbourne Airport CACG so the group is aware of the issues being discussed at the meetings. AMAC does have a say on how CACGs are set up and we do believe the Melbourne Airport CACG has a good set up as it allows the community to have a say on what impacts them and makes them part of the process.

4. **David O'Connor** - *Is it better for community to contact a local mayor or another government representative with their concerns regarding the airport?*

Members of the community should go to either the Federal or Victorian Governments with any issues they wish to lobby.

The Chair thanked Cr Atmaca for his presentation.



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[AMAC Presentation 1](#)

## 5. Runway Development Program Update – Sarah Renner, Melbourne Airport

The Chair introduced Sarah Renner as the new Executive Planning and Development.

Ms Renner gave a presentation on the Runway Development Program. It provided an update on the activities the airport is working on in preparation for the release of the Major Development Plan for public consultation in 2016.

Melbourne Airport has referred the project to the Commonwealth Department of Environment for assessment under the Environment Protection and Biodiversity Conservation (EPBC) Act. Subject to further studies on land adjacent to the airport, the Commonwealth may not require any further assessment of the Runway Development Program under the EPBC Act.

The airport has been advised that CASA and Airservices will be required to refer the project in relation to airspace impacts.

Melbourne Airport is developing its communications and development plan for the project. The airport will undertake a staged approach to engagement on key issues while raising the community's awareness of airport operations and possible impacts. Any feedback is welcome.

The Chair thanked Ms Renner for her presentation and said the CACG is looking forward to hearing more about the studies and plans as they are developed.



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## Runway Development Program update 1

### 6. Aircservices update – Simon Cousins, Aircservices

Simon Cousins provided an update to the CACG on an Aircservices project in collaboration with the University of Canberra to create an online record of Australian aviation heritage. Today there is no information sharing method in this area. The project is looking at aviation experiences throughout Australia.

These experiences and memories will be uploaded to a web database which can be accessed by everyone in the community. Aircservices is interested in involving industry and community groups in this process. Mr Cousins said there is a link between this project and some of the activities of other CACG members, including Susan Jennison's heritage activities.

The project currently has a website survey which can be accessed by members of the CACG and the general public. The survey is aiming to collect information about people's aviation experiences. The survey can be found at

[https://www.surveymonkey.com/s/Connecting\\_the\\_nation\\_australia\\_aviation\\_heritage](https://www.surveymonkey.com/s/Connecting_the_nation_australia_aviation_heritage)

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

#### 1. **Jim Gard'ner** – *Which area of Canberra University is the project working with?*

The project is being undertaken in conjunction with the History Department at the University of Canberra. Work is also being done with the Cultural Heritage department.

**ACTION:** Melbourne Airport to facilitate a conversation between Aircservices, Susan Jennison and David O'Connor regarding local community involvement with the aviation heritage project.

### 7. Report

#### 7.1 Work plan – status of actions

Jo Powell spoke to the status of actions reported in the work plan. Melbourne Airport has commenced construction of two large warehouses following approval of the MDP. The warehouses will create jobs and foster freight and logistics.

Melbourne Airport is looking to develop four more warehouses which will require separate MDPs. These plans will be brought to the CACG as they are developed. The warehouses will become a source of employment for the area.

Other projects under consideration include development of the northern airfield precinct, which will involve the construction of additional taxiways. Melbourne Airport is currently looking into the planning requirements for this project.

#### 1. **The Chair** – *Will the works on northern precinct require a MDP?*

Melbourne Airport is currently in discussions with the Commonwealth Government to determine if this project requires a MDP.

2. **Frank Rivoli** – *How is the Minister going to make an informed decision regarding the construction of the third runway when there is a lot of work already going on? It seems he will not be able to refuse and there is information about the benefits the airport brings to the area?*

In terms of the planning process, the 2013 Master Plan outlines the projects Melbourne Airport is looking to undertake over the next 20 years. During the Master Plan process Melbourne Airport undertook an extensive community engagement program to raise awareness of the airport's intention to construct a third runway in an east-west direction.

The Master Plan was approved by the Minister for Infrastructure and Regional Development in December 2013. This is not an approval for the third runway or any of the other projects. The airport is required to prepare an MDP for its major projects, including the third runway, before they are approved for construction.

The airport assesses each program individually as it prepares each MDP.

3. **Frank Rivoli** – *If the runway is not approved will it impact on the business and the economy in the region? It seems to be like the government is committed to spending on this project without consideration for the community.*

Rod Burgess explained developments undertaken at Melbourne Airport are funded by APAC, the airport owner, not the Commonwealth Government. These are not Commonwealth Government projects.

The economic and community impacts need to be taken into consideration by the Minister for Infrastructure and Regional Development. The *Airports Act* has a list of requirements airports need to cover within an MDP. This information is assessed by the Minister and it is his job to make a decision based on the information available to him.

## 7.2 Noise Abatement Committee - Trent Kneebush, Melbourne Airport

Trent Kneebush provided a verbal report of the August meeting:

- Simon Cousins presented to the committee. He provided an overview of the noise complaint report from Q2 2014. The report can be found on the Airservices website via [http://www.airservicesaustralia.com/wp-content/uploads/ho\\_cb0-2782600-Q2\\_2014\\_Melbourne\\_ANIR.pdf](http://www.airservicesaustralia.com/wp-content/uploads/ho_cb0-2782600-Q2_2014_Melbourne_ANIR.pdf)
- Melbourne Airport gave a report on the complaints received within the different LGAs over the previous quarter. Only one complaint was received regarding ground based noise, which is lower than previous quarters.
- The airport also provided an update regarding the Runway Development Program.
- The committee also had a presentation from the Australian Noise Ombudsman focusing on the importance of focusing on the complainant and their particular issue rather than the number of complaints received.

- The City of Melton reported on a subdivision at Diggers Rest. The City of Hume also provided an update on the Woodlands development.

The Chair thanked Mr Kneebush 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** – *It is important for the CACG to explain to the public the Airservices process for managing complaints. The public needs to understand how the process works.*

The Chair said Airservices will be invited to make a presentation on the complaints process at a future meeting.

The Chair also stated that over the last 12 months the format of noise information reports produced by Airservices had been reviewed and updated, and the new reports are a big improvement. He encouraged CACG members to view the reports and in particular, think about what potentially useful information isn't included in the report. If improvements to the content are identified, members should pass ideas on to Airservices for their consideration.

More information about Airservices Noise Complaints and Information Service can be found at <http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/>

### **7.3 Planning Coordination Forum – Sarah Renner, Melbourne Airport**

The Chair introduced Sarah Renner; now in the role of Executive Planning and Development. Bryan Thompson, who was previously Strategy and Development Manager, is now Executive Operations.

Sarah Renner reported on the PCF meeting held on 13 August. The PCF was advised of the airport's organisational structure change. In addition to the changes advised by the Chair, Linc Horton is now Executive Property and has had responsibility for the construction portfolio added to his role.

The PCF discussed Plan Melbourne, the review of AS2021, work underway on the MAEO 2015 review and the Melbourne Airport rail link. The forum also discussed the review of the *Airports Act*.

The Chair thanked Ms Renner for her presentation.



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### **Planning Coordination Forum update 1**

#### **7.4 Annual Report**

The Chair reported the 2014 CACG annual report was circulated to members for comment prior to inclusion in the meeting papers. The Chair advised the report had been amended following feedback received from Frank Rivoli. He also said Mr Rivoli's suggestion that the structure of the report be reviewed in future years will be considered further.

The Chair asked if there were any other comments about the 2014 CACG annual report.

It was **AGREED** that the draft Annual Report 2014 be approved.

### **7.5 Efficiency Proposal: Master Plan and Major Development Plan**

The report included in the meeting papers was considered.

The Chair explained the draft response to the discussion paper suggests a number of recommendations the CACG may wish to put forward.

Recommendations include:

- Changing the submission cycle from 5 years to between 7 and 8 years.
- Amendments to the original Master Plan triggering the need for a new Master Plan.
- ANEFs updated every second Master Plan or where there are significant changes to airport operations.
- Trigger for an MDP to continue to be a monetary figure.

The Chair asked the group if they had any comments regarding these recommendations.

1. **Susan Jennison** – *A lot of decisions regarding airport developments can be made over a 4 – 5 year period. I recommend the reporting timeframe remains at 5 years and ANEFs be recalculated each time a new master plan is prepared.*

It was **AGREED** that:

- a. a submission be forwarded to the Department of Infrastructure and Regional Development; and
- b. the draft responses be amended as follows:
  - i. reporting period remains at 5 years;
  - ii. ANEFs to be recalculated when a new master plan is prepared

Jim Gard'ner advised the group the Victorian Government is also preparing a response to the Commonwealth Government regarding the discussion paper.

**ACTION:** CACG to submit its recommendations to the Department of Infrastructure and Regional Development.

**ACTION:** Victorian Government to provide a copy of its submission to the Master Plan and Major Development Plan discussion paper to the CACG.

## **8. Other business**

### **8.1 Efficiency proposal: Regulatory Streamline Package: Parking Infringement Notice Schemes (PINS)**

The Chair explained this discussion paper relates to the administration of parking controls by an airport within the airport's landside areas.

He suggested the discussion paper was more of an issue for the airport itself and recommended the CACG note the report.

The report was **NOTED**.

## 8.2 National Airports Safeguarding Framework

The National Airports Safeguarding Framework (NASF) was developed to provide guidance for a nationally consistent approach to land use planning around airports to minimise aircraft noise impacts on communities and maximise aviation and community safety.

The new document indicates there has been little change to the NASF since its approval in 2012.

The report was **NOTED**.

## 8.3 Draft revised Australian Standard - AS2021

The Chair explained the review of AS2021 was only a technical review of the standard and no substantial changes have been made from the previous version.

1. **Susan Jennison** – *AS2021 should consider N contours in capital cities to demonstrate noise. There is also no consistency in the time of day these noise levels are recorded.*

The Chair said the ANEF is based on an aggregation of aircraft noise energy whereas the N contours reflect actual noise experienced. He agreed with Mrs Jennison's point and noted that the table (Table 3.3) which specifies acceptable sound levels for building design, is based on dB(A) levels. He expressed a view that there is a case to include an alternative flow chart (Figure 1.1) based on N-contours.

Trent Kneebush said there is an understanding that noise metrics fall outside the terms of reference for the review of AS2021. There is a separate project being pushed by the Aircraft Noise Ombudsman to investigate alternative noise instruments which provide better information.

It was **AGREED** a submission be made by the CACG.

**ACTION:** The Chair to put together a draft submission on the use of alternative noise instruments and distribute amongst the CACG for comment prior to submitting to the review committee.

## 8.4 Draft terms of reference, CACG and PCF review

The Department of Infrastructure and Regional Development is commencing a review of the effectiveness of CACGs and PCFs. A copy of the draft Terms of Reference was circulated to members by email shortly before the meeting.

It was acknowledged that members would need more time to read the draft terms of reference before a submission could be prepared. Comments are to be forwarded to the Chair and a draft submission circulated prior to being submitted.

It was **AGREED** a submission be made by the CACG.

**ACTION:** CACG to make a submission regarding the draft CACG and PCF review Terms of Reference.

## 8.5 Membership

The Chair advised the meeting that BARA did not have any representatives attend any CACG meetings during the 2013/14 financial year. The Chair explained all members must attend at least 50 per cent of meetings during the year.

It was recommended the BARA position be removed from CACG and that BARA be invited to attend as an observer in the future.

It was **AGREED** BARA be removed from the CACG.

The Chair advised that the group had not had regular participation by a pilot or airline at its previous meetings. He recommended the group investigate options for an aviation representative to attend future meetings.

**ACTION:** Investigate options for an airline to nominate a representative as a member of the CACG.

Over the last 2 years work has been done by the CACG to improve local government officer participation with the group. This has included writing formally to councils and speaking with councils directly to have a planning or communications officer attend the meeting. To date this has been met with low interest.

**ACTION:** David O'Connor to liaise with Jo Powell on ways to encourage participation from Local Councils.

### **8.6 Diggers Rest development**

Trent Kneebush reported on a subdivision application for land in Diggers Rest which would result in 240 residential lots. Mr Kneebush advised the MAEO boundary crosses the southern part of the site. He showed the CACG the N-contours for this area which show the development sits wholly within the airport's N contours.

Melbourne Airport made a submission to Melton City Council about the location of the development in proximity to the airport and has asked for limitations to be placed on the permit.

The Chair said the CACG is well aware of problems created when approvals are granted for residential developments under flight paths. He suggested writing to the Minister for Planning to seek a meeting to discuss planning and development at diggers Rest.

Jim Gard'ner recommended the CACG write to the CEO of the Metropolitan Planning Authority (MPA) regarding this issue as the MPA are responsible for growth area planning.

It was **AGREED** the CACG write to the Minister for Planning, the CEO of the Melbourne Planning Authority and the Melton City Council regarding the subdivision and development at Diggers Rest.

### **Other items for discussion**

*Susan Jennison – advised the group that a study had recently been completed looking into the health impacts of airports near residential areas. A link to the study can be found via*

[http://www3.imperial.ac.uk/newsandeventspggrp/imperialcollege/newssummary/news\\_8-10-2013-16-59-51](http://www3.imperial.ac.uk/newsandeventspggrp/imperialcollege/newssummary/news_8-10-2013-16-59-51)

[http://www.hounslow.gov.uk/effect\\_aircraft\\_noise\\_health.pdf](http://www.hounslow.gov.uk/effect_aircraft_noise_health.pdf)

**Frank Rivoli** – *Airservices has stated only arrivals would use the third runway from the east. Bryan Thompson advised there would be a right turn of departures to the east. How does Melbourne Airport plan for an engine failure upon take off? Brisbane Airport produced a document regarding hazards and risks at airports. Will Melbourne Airport produce a similar document?*

**ACTION:** Melbourne Airport and Airservices to respond to Frank Rivoli regarding his enquiry.

**Brian Boyd** – *The CACG should experiment with a 7.00pm start at a future meeting.*

**ACTION:** CACG to trial a 7.00pm meeting start time at the next Broadmeadows meeting.

Meeting closed at 8.30pm.

The next CACG meeting will be held at 6.00pm on Tuesday 18 November 2014 at the Jack McKenzie Community Centre, Green Street, Bulla.

## Community Aviation Consultation Group: Actions, August 2014

Actions Summary			
Meeting	Item	Lead	Status
19 August 2014	Melbourne Airport to facilitate a conversation between Airservices, Susan Jennison and David O'Connor regarding local community involvement with the aviation heritage project.	Jo Powell.	
19 August 2014	CACG to submit its recommendations to the Department of Infrastructure and Regional Development regarding the review of Master Plans and MDPs.	Darrell Treloar.	Completed – submitted to DIRD on 26 August 2014
19 August 2014	Victorian Government to provide Master Plan and Major Development Plan discussion paper submission to the CACG.	Jim Gardner.	
19 August 2014	Draft submission regarding the AS2021 review to be prepared. Submission to advocate for the use of alternative noise metrics (N contours) and to be circulated to CACG members for comment prior to lodging.	Darrell Treloar.	
19 August 2014	CACG to make a submission regarding the draft CACG and PCF review Terms of Reference.	Darrell Treloar.	Completed – submitted to DIRD on 3 September 2014
19 August 2014	Advise BARA that their position on the CACG has been removed and investigate options for an airline representative for the CACG.	Darrell Treloar	
19 August 2014	David O'Connor to liaise with Jo Powell on ways to encourage officer participation from local councils.	Jo Powell.	
19 August 2014	CACG to write to the Minister for Planning, Melbourne Planning Authority and Melton City Council regarding Diggers Rest subdivision/development.	Darrell Treloar.	Letters to Minister, Member for Melton and Melton City Council sent 28 August 2014. Letter to MPA being prepared.

<b>Actions Summary</b>			
<b>Meeting</b>	<b>Item</b>	<b>Lead</b>	<b>Status</b>
19 August 2014	Melbourne Airport and Airservices to respond to Frank Rivioli regarding his enquiry.	Jo Powell, Simon Cousins.	Responses included in the minutes
19 August 2014	CACG to trial 7.00pm meeting start time at next Broadmeadows meeting.	Darrell Treloar.	To be trialled at the next Broadmeadows meeting

## Questions from Frank Rivoli

### **May 2014 meeting**

#### Question one

*At the Melbourne CACG meeting of February 2012 it was stated:*

*“There are no residential properties within the Melbourne Airport 30 ANEF contour, nor are there any public buildings within the Melbourne Airport 25 ANEF contour, and as such, the Commonwealth will not be implementing a new noise insulation program around Melbourne Airport at the current time.”*

*This statement was not collaborated with evidence.*

*The ANEF 25 contour published in the Master Plan 2013, extends well beyond Mickleham Road at the vicinity of Rylands Drive, Gladstone Park. It would appear there are several public buildings within or in very close proximity to the ANEF 25 contour and two child care facilities within ANEF 30 at Attwood and Melrose Drive near the airport there could also be a child care centre within the ANEF35, located at Melbourne Airport approx 400m of the new flight path.*

*The exact location of these buildings in relation [to] the ANEF contour boundary including allowance for margin for error, would necessitate investigation and public disclosure, it is not sufficient for Airservices Australia to say they have responsibility for endorsing the technical accuracy of the ANEF's without accessing the data, this only provides a review at arms length and we the public of Australia cannot rely on this approach.*

*The information contained in the ANEF contours has crucial bearing for the public living around them. The outcomes from the ANEF contour evaluation is pivotal to affording application to Commonwealth measures designed to offer safeguards against aircraft noise.*

#### Action requested

*I am seeking Melbourne Airport and Airservices Australia to detail the margin of error included in the ANEF contour boundaries and make summary of public buildings and provide a graphical map showing their location within the ANEF 25, 30, 35 zones.*

*Upon that public disclosure, if there are public buildings as defined in the Aircraft Noise Levy Collection Act 1995 and located within the ANEF contours as defined in the Aircraft Noise Levy Collection Act 1995 will they undertake to inform the Federal Minister for Infrastructure that Melbourne Airport falls in the definition of a complying airport under the Aircraft Noise Levy Collection Act 1995.*

#### Supporting information

##### *Resources*

*White Pages and local knowledge*

##### *List buildings*

*In Gladstone Park in the vicinity of Rylands Drive and further to the east the following facilities which are covered in the leviabile (sic) airport definition and would appear to be sited within or very close proximity to the ANEF contours outlined.*

### **Within ANEF 25 contour**

#### **Schools**

- Gladstone Park Secondary College (approx. 400m south of Rylands Drive direction)  
14-36 Taylor Dr. Tullamarine (Gladstone Park)
- Gladstone Park Primary (approx. 250m south of Rylands Drive direction)  
15-25 Circular Rd. Gladstone Park

#### **Aged Care**

- North Western District Private Nursing Home (approx. 200m south of Rylands Drive direction)  
14 Circular Rd. Gladstone Park
- North West Aged Care (approx. 200m south of Rylands Drive direction)  
14 South Circular Rd. Gladstone Park

#### **Child Care**

- Little Skool House (approx. 250m south of Rylands Drive direction)  
11 South Circular Rd. Gladstone Park (Gladstone Park Shopping Centre)

#### **Churches**

- Reallife Church (approx. 250m south of Rylands Drive direction)  
217/219 Mickleham Rd. Westmeadows
- Church of the Good Shepherd (approx. 350m south of Rylands Drive direction)
- 88 South Circular Rd. Gladstone Park

### **Within 30 ANEF Contour**

- Attwood Child Care Centre (Child Care, Preschool) (approx. 2000m under Exist East/West runway)  
475-485 Mickleham Road, Attwood
- The Joey Club (approx. 400m to Airport Boundary, & third runway)  
450 Melrose Drive, Melbourne Airport

### **Within ANEF 35 Contour**

- Eclipse Early Education (Child Care, Preschool) (800m north of third runway, 200m east from Melbourne Airport)  
16-20 Gowrie Park Dr. Melbourne Airport

### **Answer - Provided by Melbourne Airport**

The intent of the reference to residential properties was to cover properties in a residential zone, as opposed to properties in a rural zone. There are no residentially zoned properties inside the ANEF30 contour. There are however some rural houses within this contour. Upon re-evaluation there are some public buildings within the ANEF25. A further very detailed analysis, including a list of public buildings, will be undertaken as part of the Runway Development Program MDP process.

The *Aircraft Noise Levy Collection Act 1995* does not apply to Melbourne Airport. The Act only applies to airports where the Commonwealth is funding or has funded a noise amelioration program (as defined in the *Aircraft Noise Levy Collection Act 1995*). As there is no Commonwealth noise amelioration program for Melbourne Airport it is therefore not a "qualifying airport".

### Question two

#### *Question to Airservices Australia*

*Airservices Australia has the responsibility for endorsing the technical accuracy of ANEF contours*

*It states on its website:*

*Air services has the responsibility for endorsing the technical accuracy of the ANEFs, but does not access any of the data or assumptions in a qualitative way.*

*We the communities have relied on statements made by them that these contours have been arrived at by the use of data that has been evaluated and checked for accuracy by Airservices Australia.*

*Will Airservices Australia provide technical evidence to this CACG that will support the current ANEF contours with details of the location of buildings to give transparency to the process so we the community can assess our standing and whether we have application to the various airports acts, including the Aircraft Levy Collection 1995.*

**Answer – Provided by Airservices**

Airservices is responsible for endorsing an airport's ANEF for technical accuracy. This involves checking that:

Modelling inputs include appropriate selection of aircraft types

- modelling inputs include operationally feasible runway use and flight path data
- modelling inputs include operationally feasible aircraft movement forecasts
- contours have been modelled correctly
- that the airport identifies who is responsible for the modelling assumptions
- that the airport has paid due regard to all issues raised by state and local government authorities in relation to the ANEF.

Other than testing that forecast activity is operationally feasible, Airservices makes no assessment of an airport's activity forecasts. Any analysis of public buildings within ANEF contours would be a matter for Melbourne Airport.

The Aircraft Noise Levy Collection Act 1995 does not apply to Melbourne Airport. This is a matter for federal government.

Question three

*Over several months there have been several questions in relation to aircraft drifting off flight paths. Airservices advised that they will monitor and take up those events with airlines.*

*There are significant numbers of aircraft on the southern approach that are flying over residents of Keilor Park, we also note the continuing left drift from take offs to the south which place aircraft closer to residential areas.*

*As a result of these changes can Airservices Australia provide evidence and categorically state that the ANEF contours as detailed in the Melbourne Airport Master Plan 2013 are not compromised by the continuing drift of aircraft.*

**Answer – Provided by Airservices**

ANEF contours represent a 20 year (or more) traffic forecast. The flight paths used to produce the contours are generated by airports, and are a forecast of where aircraft will be flying, not where they are flying today. Airservices merely has a technical endorsement role and reviews these flight paths for operational feasibility from an air traffic control perspective. However, Airservices does overlay modelled flight tracks with current flight path data to ensure existing main flight paths are not missing from the model.

Flight paths are wide corridors within which aircraft fly. In recent years, there have been no significant changes to flight paths around Melbourne. There has, however, been an increase in the number of planes using the flight paths. This means that even people living on the edge of flight paths will have noticed an increase in planes overhead.

Occasionally pilots will deviate from flight paths to avoid bad weather, or Air Traffic Control will direct a pilot to turn early for operational reasons. Such events are relatively rare – as can be seen in Airservices' Aircraft Noise Information Reports, which show individual aircraft flight tracks. If Airservices does identify a persistent problem, such as the early turns over Keilor at the end of 2013 and early 2014, it talks to airlines so that the problem can be resolved.

### **August 2014 meeting**

#### Question one

*In the Melbourne Airport Master Plan on page 180, the statement from Airservices is that there will only be a requirement for arrivals over the areas to the east of the third runway.*

*At the CACG meeting of the 23 May 2013, Bryan T Thompson in response to a question over the right turn on departures to the east on the third runway stated.*

*"The ANEF model is based on various assumptions and has been approved by AirServices. For departures to the east, when required, aircraft will make a right-hand turn and join the existing north-south flight path. It is a change on what was previously envisaged and it is included in the document to ensure a transparent process."*

*The communities, stakeholders and general public were asked to make submissions on proposals contained in the released Melbourne Airport Master Plan 2013. The response from those who made submissions and or who read the Master Plan were based on the clear understanding that there will only be a requirement for arrival aircraft over the areas to the east of the airport.*

#### **Answer**

The above is correct based on our current understanding of how the parallel runways will operate.

Through the Runway Development Program process, these matters will be further investigated with Airservices to confirm flight path details.

The formal approval of all flight paths will occur approximately two years prior to commencement of operations.

The safety will be investigated and a plan will be produced as part of the Runway Development Program Major Development Plan. Our understanding is that Brisbane Airport's document was produced as part of their MDP process.

### **Frank Rivoli other questions on notice**

*Engine out events on aircraft departures do occur, and is said to be of low risk, however this cannot be ignored and as the number of aircraft movements increase so does the risk.*

*Departures to the east on the third runway will be required to complete an immediate right turn, with the majority of the turn to be completed within the airport boundary.*

Aircraft departures usually require all engines to complete this, an engine out during this procedure would see aircraft at low altitude without the prospect of avoiding populated areas such as suburbs and or commercial premises in close proximity.

1. How has Melbourne Airport, Air services Australia, CASA and the Australian Transport Safety Bureau planned for such an event?
2. Brisbane Airport produced a document for public comment titled Hazard and Risk of Airport Operations, which canvasses the risk of collision. Is there a similar document for Melbourne Airport?
3. Have safety procedures been developed for aircraft engine out events in accordance with C.A.S.A guidelines?
4. Why are there no SID (standard Instrument Departure) procedures in place for departures to the east on the existing East/West runway which has been in operation for more than forty years?

Attached is a list of aircraft incidences to illustrate my points

### **List of Events**

Essendon Airport

It is reported to have the worst safety record of any Australian Airport

July 10th, 1978

Six people lose their lives after aircraft crashes after take-off at Niddrie.

Sept 3rd, 1986

Six people lose their lives after an air ambulance crashes at Gowanbrae.

Dec 3rd, 1993

Plane crashes after take-off into houses in Gilbertson Street, Essendon.

**Australian Transport Safety bureau**

### **Aviation Safety Investigations & Reports**

<b><u>Investigation number</u></b>	<b><u>Title</u></b>	<b><u>Occurrence Date</u></b>	<b><u>Report status</u></b>	<b><u>Release Date</u></b> ▼
<a href="#"><u>AO-2014-128</u></a>	Flight below minimum altitude involving a Boeing 777, A6-ECO, near Melbourne Airport, Vic on 18 July 2014	18 Jul 2014	Pending	N/A
<a href="#"><u>AO-2014-081</u></a>	Engine power loss involving Airbus A330, VN-A371, at Melbourne Airport, Vic. on 6 May 2014	06 May 2014	Pending	N/A
200403110	Engine Failure - Boeing 777-312 aircraft, 9V-SYB, Melbourne Airport, Vic, 25 August 2004		Final	26 Oct 2006
<a href="#"><u>200600524</u></a>	Ground Collision, Melbourne Airport, Boeing Co 767-338ER and 747-422		Final	30 Jun 2006
<a href="#"><u>200403110</u></a>	Engine Failure - Boeing 777-312 aircraft, 9V-SYB, Melbourne Airport, Vic, 25 August 2004		Final	26 Oct 2006
<a href="#"><u>200600524</u></a>	Ground Collision, Melbourne Airport, Boeing Co 767-338ER and 747-422		Final	30 Jun 2006
<a href="#"><u>200402948</u></a>	Engine Failure, Boeing Co 717-200, VH-VQA, Near Melbourne, Victoria		Final	31 May 2006
<a href="#"><u>200105627</u></a>	Boeing Co 767-238, VH-EAQ Engine failure		Final	02 Oct 2002

<a href="#">200100445</a>	Boeing Co 777, A6-EMM engine failure on take off	Final	12 Feb 2002
<a href="#">200100477</a>	Boeing Co 717-200, VH-AFR Engine shut down	Final	24 Dec 2001
<a href="#">200004871</a>	Saab Aircraft SF-340A, VH-KEQ engine failure after departure	Final	04 Jul 2001
<a href="#">199905196</a>	Boeing Co 767-277, VH-RMG, Melbourne, Aero. Vic. 4 November 1999 engine failure on take off	Final	07 Mar 2000
<a href="#">199703237</a>	Boeing Co 737-377, VH-CZH rudder problem on take off	Final	23 Jul 1998

### **Reports from the press**

August 10 , 2014	Herald Sun	Collison between Virgin and Jetstar at Melbourne Airport
January 20, 2014	Herald Sun	Emirates EK406 from Dubai, smoke form engine , Melbourne Airport
January 27, 2014	Crikey.com	Air India 787-8 tried to land at Essendon instead of Melbourne Airport
May 6, 2014	Sydney Morning Herald	Engine failure during take-off at Melbourne Airport

### **Answer questions 1 – 3**

The safety will be investigated and a plan will be produced as part of the Runway Development Program Major Development Plan. Our understanding is that Brisbane Airport’s document was produced as part of their MDP process.

### **Answer question 4 – Provided by Airservices**

Departures from Runway 09 are least preferred for noise abatement purposes and for operational efficiency. As a result, they are relatively rare, accounting for well under one per cent of all departures from Melbourne Airport and used on fewer than 20 days in an average year.

There is no Standard Instrument Departure for Runway 09 as this allows greater flexibility for Air Traffic Control to manage aircraft in relation to operations from Essendon Airport