

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Minutes – Tuesday 17 February 2015, 6:00-8:00pm
Keilor City Church, 80 Harrick Street, Keilor Park

Present:	Darrell Treloar	Independent Chair
	Susan Jennison OAM	Community
	David O'Connor	Community
	Mateja Rautner	Community
	Frank Rivoli	Community
	Deanna Van Rooy	Community
	Leanne Deans	Noise Abatement Committee
	Rachael Joiner	Victorian Department of Environment, Land, Water & Planning
	Bob Baggio	Melton City Council
	Luke Hilakari	Victorian Trades Hall Council
	Henry Bezuidenhout	Moonee Valley City Council
	Michael Sharp	Australian Mayoral Aviation Council

Also in attendance were:

Sarah Renner	Melbourne Airport
Carly Dixon	Melbourne Airport
Samara Williams	Melbourne Airport
Trent Kneebush	Melbourne Airport
Melanie Hearne	Melbourne Airport
Pamela Graham	Melbourne Airport
Henry Travers	Melbourne Airport
Neil Hall	Airservices Australia
Marcello Alves	Commonwealth Department of Infrastructure and Regional Development
Catherine O'Riordan	Commonwealth Department of Infrastructure and Regional Development

Apologies:

Chris Woodruff	Melbourne Airport
Jim Gard'ner	Victorian Department of Environment, Land, Water & Planning
Robert Walters	Community
Cr Adem Atmaca	Australian Mayoral Aviation Council
Elissa Keenan	Airservices Australia

Number of public in attendance: 45

1. Welcome and apologies – Darrell Treloar, Chair

The Chair welcomed the group to the meeting and asked the CACG to introduce themselves to each other and the group.

The Chair welcomed members of the public and thanked them for taking an interest in the CACG and Melbourne Airport. He provided an overview of the CACG and explained that there is a period of 30 minute public question time followed by an opportunity to hear and understand the deliberations of the group.

The Chair invited and noted other items for discussion under other business later in the meeting. Susan Jennison added an item in relation to Airservices Australia.

2. Confirmation of Minutes of Meeting held 18 November 2014 – Darrell Treloar, Chair

It was **AGREED** that the minutes of the meeting held on 18 November 2014 be confirmed as an accurate representation of the meeting.

3. Public questions/submissions

The Chair explained that 30 minutes had been allocated in the agenda for public questions, advising 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 any questions couldn't be answered by the end of the meeting, written responses to the questions will be included in the meeting minutes.

1. **Sam Cetrola:** *How can the airport justify making the decision about East-West given the impact on the community is 5 times greater than the North-South option?*

Both runways have been identified in Melbourne Airport Master Plans and the Melways for a number of years. There were a number of exhaustive capacity studies undertaken at the time to determine which runway would be built first including work done in conjunction with Airservices Australia. Whilst we understand that there will still be community impacts, the East-West orientation was chosen for a number of reasons including better alignment with existing infrastructure, reduced risk of live runway crossings, and the fact that it will be easier to construct (flatter terrain etc).

2. **Kelvin Bennett** – *KRRA (Keilor Ratepayers and Residents Association) – How many planes as a percentage take off to the East on the current East West Runway?*

The Chair explained he would be showing a presentation of the number of departures from east-west and will hold off of on this item until then.

3. **John Jennison** – *Residents living in the southern precinct of the airport are asking that night departures no longer use runway 16. Aircraft noise has become intolerable at night. Further, with the likely delay of the third runway will this mean an increase in departures using runway 16? Why can't we have a curfew?*

Sarah Renner thanked John for his question and advised in relation to the operation of the runway system that there is no planned reduction in departures from runway 16. In relation to the curfew, it was advised that given the strategic importance of curfew free status for the airport, Melbourne and Victoria from an economic perspective that this status will be safeguarded in the future. State and Federal governments also support the safeguarding of Melbourne Airport's curfew free status from a strategic economic perspective.

Neil Hall advised in relation to runway 16, one of the issues we have at night is that a lot of international departures leave the airport at night and use 16 given we get more southerly's at night time.

4. **Michael Phillips** – *Shorter departures from runway 16. Why has the route been shortened? Planes have become more frequent and louder over the last 40 years.*

Neil Hall asked Michael to clarify whether he was talking about departures or take-offs? Neil Hall confirmed there had been no significant changes in the (related) procedures in Melbourne for some time. The only changes we have made in the last few years are in regards to lighter aircraft. When air traffic control need to get a lot of aircraft off the runway they will direct the smaller aircraft to turn earlier.

The Chair noted that Mr Hall attempted to answer the question and suggested the item is taken off-line to cover related comments from David O'Connor and Susan Jennison in conjunction with Airservices.

5. **Susan Phillips** – *Same issue, see above.*

6. **Patrick Buckley** – *What is the current curfew? Has the curfew changed in recent times?*

Sarah Renner said there is no curfew and there never has been at Melbourne Airport.

Frank Rivoli said the curfew issue keeps getting raised and Melbourne Airport keeps giving the same answer. He indicated this is an open issue and the community would look to pursue a curfew given councils keep allowing and approving further residential developments.

7. **John Rees** – *The new Smart Tracking procedure for Runway 16 will require aircraft to track 10km North of Melbourne Airport. This will take planes over large residential development. Why not keep the old track past Clarkefield?*

Neil Hall advised the proposed smart tracking change for Runway 16 is to follow the flight path that is used to land under short visibility. This will address current issues that air traffic control has to ensure aircraft travel on different flight paths to land safely. Initially it won't have many more aircraft using it. It is in very early stages of development and will be implemented later this year.

John Rees – *Aircraft landing on new runway when built, can they approach it at a much higher altitude over Gladstone Park to make a gliding approach rather than a powered approach?*

Sarah Renner said there is no pilot representative at the meeting to explain why aircraft land with a powered approach. In terms of the way the runway is planned it will be on a displaced threshold meaning it is longer, allowing planes to travel higher over Gladstone Park.

Neil Hall said in terms of the gradient aircraft approach a runway, we have prescribed requirements which are programmed into the plane. It needs to land on a 3 degree gradient and this cannot be changed due to safety requirements.

8. **Anthony Hernandez** – *Third runway. Stop runway number 3 over residential areas like Gladstone Park. Why can't the runway be moved slightly east to avoid travelling over residential areas? How high are the planes going to come? The further away the runway, the higher the altitude over residential areas. Why can't we build the north-south to avoid more communities?*

Sarah Renner said in terms of moving the runways this is not something the airport is looking to do. The history of the location of the runways has been fixed since 1991. Further we have a safeguarding process to ensure we safeguard noise overlays and to ensure we avoid inappropriate development via state planning processes.

What about the existing houses? Who is going to compensate for the loss of value of my house?

There are residents impacted in the west and east. Operation of the runways will be primarily (approx. 85%) to the west, however there will be some take-offs to the east which will have a community impact. Moving the runway 100m will not have a significant benefit.

9. **Cath Montesano** – *Is there a date for works on the runway to start and what is it? I have been told it will be in 25 years.*

Pam Graham: Melbourne Airport is undertaking detailed studies at the moment. We need to prepare a major development plan and receive Ministerial approval for the project. That all takes a lot of time, but we have said publically, the runway will be completed between 2018 and 2022. Why we can't give a specific date is that we are undertaking the engineering design, once this has been determined the airport can announce a more specific date.

10. **Erick Dreck** – *Keilor Residents. Is Melbourne Airport Corporation concerned about sleepless nights by Keilor residents? What is their idea of a solution?*

Sarah Renner said we acknowledge that airports generate noise. This is why we are undertaking numerous studies into the impacts of its operations on the local community.

11. **Steve Deucy** – *1) The consultation process the Melbourne Airport are conducting in the Hume Area. 2) I was disappointed with the consultation at the last meeting with the councils and fact that community groups could not ask and have questions answered. 3) Why don't we have a member of Hume City Council on this board?*

The Chair advised that all local councils are represented by the AMAC delegates on the CACG. The Chair further advised that if there are concerns with the consultation processes, there is an opportunity to review these to make sure we work more closely with the community.

Carly Dixon provided an overview of what was coming up at the airport including the number of studies being undertaken on the 3rd runway. These findings will be released to the community prior to the development of the major development plan/ before it goes on public display. She further noted that it is very early in the process and there is much more to be discussed in close consultation with the community.

12. **Alan Curry** – *Gordon Avenue, Keilor – After living in Gordon Ave Keilor for the past 33 years I have had no problem with aircraft noise until the last two years. Now planes are taking off*

towards the south at a dramatically increased rate. On a recent Monday evening I counted 28 planes taking off between 7pm and 8pm and the noise is at least twice as loud as planes landing. Is this going to continue?

Neil Hall advised that we have noticed an increase of the use of runway 16 over the last 9 months which is as a result of more southerly winds. This is the reason why there has been an increase of flights to the south.

Is it going to continue?

Neil Hall advised it just depends on the wind and given we take aeroplanes off into the wind it may continue / may not.

Why has it changed in the last 30 years?

There is always growth in aircraft movements. The use of that runway is due to the wind and the growth and more southerlies will increase the number of planes over the area.

Susan Jennison noted in relation to the use of north-south runway it is not just dependent on wind conditions, it is longer and it is used by larger aircraft.

4. Runway Development Program update – Pam Graham, Melbourne Airport.

- Outlined the key studies being undertaken by the airport. The studies are being conducted by consultants engaged by the airport and are in the very early stages.
- Two of the key parts of the work relates to flight paths and noise.
- Environmental approvals are required to get the go ahead for large projects like this.
- The principle environmental questions were around land that is privately owned. This is nearly complete. To gain access the airport was granted permission under the land acquisition act.
- The airport is collecting data on a wide range of impacts – odour, dust and fine particles, air quality.
- Land acquisition. The airport has been acquiring land for a number of years. Over 22 parcels of land have been acquired.
- The community survey was distributed to thousands of houses. That data is currently being assembled and will form part of the studies. We have had more than 1,000 responses and they are currently being analysed.

The Chair thanked Ms Graham. Members of the CACG were given the opportunity to ask questions regarding the presentation.

1. **Susan Jennison** – *Have you spoken to anyone from the Melbourne Airport environment and heritage group? They have records on what you've just commented on.*

Pam Graham said no, we are in the early stages and it will be a rolling consultation process. Further noted we will communicate and release the information and it could take up to twelve months to complete these studies.

2. **David O'Connor** – *What steps has Melbourne Airport taken to ensure encroachment by developers is sympathetic to airport growth? What will happen if the airport lost its curfew free status?*

Trent Kneebush said there have been planning controls in place around the airport since the 90s. Melbourne Airport works with state and local governments to ensure the airport is aware of any planning development process.

David O'Connor – *why are we seeing encroachment when it is so rigid?*

Trent Kneebush – there are still opportunities for developers to put in applications for development /subdivision of land. Melbourne Airport will often make submissions in relation to those developments – we are not always successful in submissions to the councils.

David – *Encroachment is the issue for the evening. The other question regarding the curfew hasn't been answered. Would it affect the new runway?*

Sarah Renner – limiting aircraft operations would bring forward the development. It would also bring forward the development of the fourth runway.

Frank Rivoli – You touched on the environmental impact studies – there was not much done in regards to health problems in the studies. The community is still waiting for an identification of what the health impacts will be. You mentioned the EPA will be monitoring air quality but it does not have any jurisdiction at the end of the day. Some of that survey was about plane spotting and the benefits of living close to the airport. The survey does not reflect the questions the community need to be asked.

Pam Graham – Health impacts, Melbourne Airport will be undertaking a health impact study which will be as comprehensive and important as the other surveys. It is early days and as we indicated earlier, as we get more information we will start to roll that out. The airport is using specialist consultants to undertake these studies and will release this information to the community.

Interjection – *does that include noise?*

Pam Graham – Yes it does. Aircraft noise is a very important part of that study. On the EPA, Melbourne Airport does take notice of the EPA and the airport does not ignore them. In relation to the Community survey – those surveys were to get a balanced approach. The questions were wide ranging and only focusing on the negatives of living near the airport.

Carly Dixon – The group we have employed to do that analysis gave advice on the local community. This is not used as a basis for health and impact studies. It was written based on advice we received on community concern to form a baseline for other studies.

Frank – These questions focus on Melbourne Airport's operational views.

Carly Dixon – There are many other areas where members of the community will be able to provide their comments on the runway development program. We will faithfully convey community sentiment to the Minister.

Mateja Rautner – *What is the purpose of these studies? What plan does the airport have to action the negative outcomes of these studies? Is this being undertaken just to comply with requirements to get approval or does the airport have a plan to deal with these issues?*

Pam Graham – Yes the airport does need to undertake a number of studies. This is the same at any major airport. After the studies are completed the airport needs to consider what the impacts are and what mitigation measures the airport needs to put in place. There are a number of processes to determine how we mitigate against these.

Susan Jennison – I have asked for a health impact study over 18 months ago from Melbourne Airport for Keilor and it hasn't happened.

Sarah Renner – these studies are being taken in line with the MDP.

Deanna Van Rooy – If it has gone out to 50,000 residents and only had 1,000 responses. Have you looked at the responses you received? The feedback I got from my community was that it was a bit of a joke. Does the airport use other airport's learnings?

Carly Dixon – This is one tool, but there are other ways we will look at community engagement to document concerns and understand issues. We will do that by making ourselves available to hear public concerns. In terms of getting qualitative information beyond the survey we do get that through other means and will be looking to gain more information so that we can better understand the community impacts and community concerns.

ACTION: Melbourne Airport to provide up to date information on the process for community consultation and involvement in the major development plan for the runway development program.

5. Airservices update – Neil Hall, Airservices

- Outlined aircraft noise information reports.
- Outlined all movements coming out of Melbourne Airport noting that the movements are consistent and outlined the lack of variation in the statistics.
- Outlined runway usage on arrivals. 16 was used an unseasonable amount this year.
- Departures by runway use. Runway 27 is preferred. That is heavily used all year. Runway 16 was used a bit more than normal in August, it generally isn't used in winter too much.
- Complaints: Susan Jennison point. Airservices considers complaints are counted by people complaining not by the number of complaints. This is to get a quantitative number.
- If you go to the aircraft noise information report you can give feedback on that.
- Outlined various tracks and how many deviate from their norm.
- Outlined early turns over Keilor to runway 16.
- Followed up on arrivals into Runway 14.

The Chair thanked Mr Hall for the presentation and CACG members were invited to ask questions.

1. David O'Connor – Have the number of complaints increased or decreased in Keilor?

Neil Hall said he would gather the data.

Frank Rivoli – Regarding the reporting, the ANEF are calculated on a number of things. When you prepare a report for Sydney airport it is tabulated based on aircraft types. How are we to determine how Melbourne is going?

Neil Hall – The airport puts out the ANEF as part of the master plan process based on data received from Airservices. Unless we are asked for it specifically we do not correlate it for specific airport type.

Frank Rivoli – Why different reporting mechanisms for Sydney and Melbourne?

Neil Hall – We take specific requests from the community.

Sarah Renner – we do studies to ensure aircraft are tracking along with the ANEF. We do that comparison as part of ANEI.

Neil Hall – We don't see the correlation between the ANEF and reporting but I'll find out why it is done in Sydney.

Susan Jennison – You say there is no curfew by Airservices – 11pm to 6am there is a curfew. It is a curfew of a type.

Neil Hall – It is not a curfew, this is a noise abatement procedure. Neil is not familiar with the noise abatement procedures, but will look into this. Acknowledges people who live near airports are kept awake at night by aircraft operations. To change procedures is a rigorous process. The new runway process we will go through will change some of those flight paths and how things happen at night.

ACTION: Neil Hall (Airservices Australia) to investigate Sydney Airport reporting based on aircraft type and provide an update on number of complaints in Keilor.

6. Diggers Rest, residential development – Darrell Treloar, Chair

- Cited Frank Rivoli's passionate recollection of decisions made regarding the establishment of Melbourne Airport.
- Provided an overview of existing zoning and developments in the area.
- Noise abatement procedures aim to reduce noise over residential areas.
- Mentions the percentage of arrivals and departures from each direction and the times they arrived.
- It is critical that the corridor out to the west of the airport is protected.
- Notes the airport requires a community license to operate. As pressure comes onto the airport the community license diminishes.
- There are a number of suggestions that may not be widely palatable, ie consideration needs to be given to move the urban growth boundary back and rezone the land - if not there should be a review of the Melbourne Airport's environmental strategy.
- Noted that we have sought a meeting with the Minister for Planning and will continue to advocate these important positions.

1. **Mateja Rautner** – People who own the land in Plumton Road also have rights and an interest in the matter.

The Chair said that where people have owned the land for many years and have existing rights, they need to be included in any conversation and they need to be dealt with fairly.

2. **David O'Connor** – Noticed the slideshows didn't make reference to a certain application in with Council at the moment. This application violates aircraft overlays. What is the future and what is the airport going to do to safeguard their status?

Bob Baggio – This property has been zoned for residential purposes for a number of years. At this stage we have not received a planning permit application to subdivide the land. If one is received, council would then consider the application. Mr Baggio added it is impossible to wind back the expansion of Diggers Rest and the UGB. Since 2010, the MPA have prepared and approved strategies to develop and sub-divide the land. It seems one of the issues for any opposition for further development is that the land lies outside the Melbourne Airport Environs overlay.

Trent Kneebush – We talk about this in the Master Plan. Melbourne Airport has been in discussions with the State Government about that for some time. I should say, and I want to say this because a lot don't understand it, the Melbourne Airport is not a planning authority. We get notification of planning proposals and we respond. We have no statutory authority outside of the airport.

Frank Rivoli – This highlights the whole issue about Melbourne Airport not being able to protect itself through zoning. If Melbourne Airport wants to protect its curfew free status, it needs to protect the community.

7. Review of consultative arrangements for Federally leased airports – Robert Brickley, ORIMA research

- As part of the review we're working looking to assess the effectiveness of CACGs and the extent to which they provide good community consultation.
- At the end of all our research we hope to make a series of recommendations to the department. There will be a survey open until late April.

The Chair thanked Mr Brickley for his presentation and invited members of the CACG to ask questions regarding the presentation.

1. **Darrell Treloar** – You spoke about surveying CACG members, will you survey the wider community?
 - a. At this stage we will only ask CACG members as not all CACG meetings are open to the public.
2. **Susan Jennison** – What was the criteria you were given and why were you given it?
 - a. The White Paper which led to the creation of CACGs recommended that the arrangements be put in place and then reviewed later. We are a part of that review.

ACTION: Update to be provided at the next CACG on progress of the Federal Government's review into CACG consultation processes.

8. Reports

1. Work plan – status of actions

Carly Dixon provided an update on the airport work plan, advising the airport rail link was not considered a first term priority for the newly elected State Government and would be unlikely to be a second term priority given commitments to Melbourne Metro Rail. Airport Drive is on track to be completed prior to the opening of the new Terminal 4 in the second half of 2015.

This report was **NOTED**.

2. Noise Abatement Committee – Leanne Deans, Noise Abatement Committee

Leanne Deans provided an overview of the noise abatement committee.

This report was **NOTED**.

David O'Connor – Was there any representative from Melton City Council?

The Chair advised that there was a member there from Melton.

3. Planning Coordination Forum – Sarah Renner, Melbourne Airport

Sarah advised that this was held on the 12th of February and discussion focussed on the runway development program, T4 and Airport Drive.

There was a significant presentation on safeguarding and recommendations to implement a safeguarding action group to review the environs overlay, including the N-contours to give a more accurate picture of the noise impact to the community. It was noted that there was no Victorian State Government update at this forum. There was a Commonwealth Government update.

Melbourne Airport has identified a model aircraft club in Keilor North and is investigating the operations of the club including licencing and approvals.

This report was **NOTED**.

David – Can we get a copy of the safeguarding presentation?

Sarah Renner advised we can take the group through this presentation once the government has been briefed.

ACTION: Safeguarding presentation to be provided to CACG members subsequent to briefing with the Victorian State Government.

4. Warehouse major development plan submission – Darrell Treloar, Chair

The report in the meeting papers on the work done by the CACG was considered and it was **AGREED** the draft submission be approved and submitted.

ACTION: Send submission.

5. CACG membership – Darrell Treloar, Chair

The report in the meeting papers was considered and it was **AGREED**:

- a. That the nominations of Luke Hilakari and Michael Sharp as Victorian Trades Hall Council and Australian Mayoral Aviation Council delegates respectively, be noted.
- b. That letters of appreciation be sent to Brian Boyd and Domenic Isola, thanking them for their contributions to the work of the CACG.

It was also **AGREED** a letter be sent to Simon Cousins thanking him for his contribution to the work of the CACG over the past two years.

ACTION: Send letters of appreciation to Messrs Boyd, Isola and Cousins.

9. Other business

1. Susan Jennison – Part use of runway 16.

Flights were going straight out south and then heading south. Meant flights were going over Keilor and Deer Park at heights. January, February and they are flying at much lower heights they are only using half of the runway of the north-south.

Neil Hall – thanked Susan for her questions advising that he will need to check and ask air traffic about the use other than the full length and respond back through the Chair.

ACTION: Neil Hall to follow up on question and advise through Chair.

2. **Susan Jennison** – Report from Ombudsman regarding noise abatement committees. You get a recording in the middle of the night if you make a complaint. It is a complaints and information service but it is not performing its function. If you register people as complainants, the message isn't getting through. Impacts to the communities are not being accurately recorded and passed on to the representatives.

The Chair noted that the ANO, Ron Brent undertook at the November CACG meeting to review Airservices complaint management processes, having regard to the matters raised by Mrs Jennison, and report back to the CACG at a future meeting.

ACTION: Chair to arrange for Aircraft Noise Ombudsman to attend May CACG to provide presentation on his review of complaints processes to CACG members.

Neil Hall – said the Noise Complaints Service has a continuous improvement program. They are trying to improve and will take the feedback on board to try and improve.

Mateja Rautner – noted the purpose of these forums is to find the solutions. Is there anything you could come up with to help people sleep between 12 and 2am to find solutions to noise impacts?

Sarah Renner – thanked Ms Rautner for her comment and advised that Melbourne Airport sees it as a challenge. Airports generate noise and aircraft need to fly into the wind. We have done and continue to review our noise abatement procedures to minimise impacts where we can. It is a big challenge, but we will continue to look at this through noise abatement procedures.

3. **Susan Jennison** noted there used to be an environmental committee who have not been invited to one CACG meeting over the last 18 months and that looks like an oversight.

ACTION: Melbourne Airport will come back to the CACG regarding this issue.

4. Susan Jennison - Review of Noise abatement procedures.

It was acknowledged this item had already been discussed extensively earlier in the meeting.

The meeting closed at 8.25pm.

Community Aviation Consultation Group: Actions, February 2015

Actions Summary			
Meeting	Item	Lead	Status
18 February 2014	Airservices to investigate departures from Runway 16 between 12.00 midnight and 4.00am.	Simon Cousins	
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.	Samara Williams.	
19 August 2014	Victorian Government to provide copy of Master Plan and Major Development Plan discussion paper submission to the CACG.	Jim Gardner.	
19 August 2014	Investigate options for an airline representative for the CACG.	Darrell Treloar	Discussions are being held with Virgin Airlines
19 August 2014	CACG to trial 7.00pm meeting start time at next Broadmeadows meeting.	Darrell Treloar.	To be trialled at the Broadmeadows meeting on 19 May 2014
18 November 2014	Melbourne Airport to liaise with Diggers Rest General Store about distributing copies of the Gateway.	Samara Williams.	Gateway now available at the Diggers Rest General Store.
18 November 2014	Melbourne Airport to email link to the warehouse major development plans to members. The Chair to convene a meeting of interested members to review MDPs and prepare a submission(s).	Samara Williams Darrell Treloar.	Done Completed. See Report 9.4
18 November 2014	Darrell Treloar, David O'Conner and Frank Rivoli to meet with John Ginivan to discuss urban growth boundaries.	Darrell Treloar.	Meeting held 25 November 2014
18 November 2014	Action decisions arising from Report 8.3 - Membership	Darrell Treloar	Letters sent 4 December 2014
18 November 2014	Melbourne Airport to arrange for February meeting to be held at Keilor City Church.	Samara Williams	Meeting held.
18 November 2014	Melbourne Airport to look at	Samara Williams	

Actions Summary			
Meeting	Item	Lead	Status
	additional opportunities for community meetings it can convene in 2015 and report back to the group.		
18 November 2014	Airservices to provide a demonstration of <i>Volans</i> at a future meeting.	Simon Cousins	
18 November 2014	Aircraft Noise Ombudsman to update the CACG regarding his review of complaints management at a future meeting.	Ron Brent	ANO will attend May CACG meeting.
17 February 2015	Melbourne Airport to provide up to date information on how community can continue to take part in the major development plan for the runway development program.	Carly Dixon	
17 February 2015	Airservices Australia to investigate Sydney Airport reporting based on aircraft type.	Neil Hall	
17 February 2015	Airservices Australia to provide an update on number of complaints in Keilor.	Neil Hall	
17 February 2015	Update to be provided on outcomes of the Federal Government's review into CACG consultation processes.	Rod Burgess	
17 February 2015	Safeguarding presentation to be provided to CACG members subsequent to briefing with the Victorian State Government.	Sarah Renner	
17 February 2015	Airservices Australia to check on part use of runway 16 and advise CACG	Neil Hall	
17 February 2015	Melbourne Airport to advise on status of Environmental Committee	Sarah Renner	
17 February 2015	Chair to arrange for Aircraft Noise Ombudsman to attend May CACG to provide presentation on his review of	Chair	Actioned.

Actions Summary			
Meeting	Item	Lead	Status
	Airservices complaints processes.		