

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Minutes – Tuesday 20 August 2013, 6:00-8:00pm
Kangan Institute, Auditorium
35 Pearcedale Parade, Broadmeadows

Present:	Darrell Treloar	Independent Chair
	Susan Jennison	Community
	Robert Waters	Community
	Mateja Rautner	Community
	Brian Boyd	Victorian Trades Hall Council
	Catherine Hunichen	Noise Abatement Committee
	Adem Atmaca	Australian Mayoral Aviation Council
	Jim Gard'ner	Victorian Department of Transport. Planning & Local Infrastructure

Also in attendance were:

Carly Dixon	Melbourne Airport
Bryan Thompson	Melbourne Airport
Jo Powell	Melbourne Airports
Trent Kneebush	Melbourne Airport
Melanie Hearne	Melbourne Airport
Simon Cousins	Airservices Australia
Matt Marais	Airservices Australia
Rod Burgess	Commonwealth Department of Infrastructure & Transport
Sharyn Owen	Commonwealth Department of Infrastructure & Transport

Apologies:

David O'Connor	Community
Domenic Isola	Australian Mayoral Aviation Council
Chris Woodruff	Melbourne Airport
Marcelo Alves	Department of Infrastructure & Transport
Sarah Renner	Melbourne Airport

Number of public in attendance: 21

1. Introductions – Darrell Treloar, Chair

The Chair welcomed attendees. He thanked and acknowledged the community members in attendance.

The Chair also welcomed:

- Carly Dixon, who will be replacing Matt Francis as General Manager, Corporate and Public Affairs, Melbourne Airport.
- Sharyn Owen from the Department of Infrastructure and Transport

- Stuart Cole, CEO at the City of Belmont in Western Australia and member of the Perth CACG

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

It was **AGREED** that the minutes of the meeting held on 23 May 2013 be confirmed as an accurate representation of the meeting.

2. Public Questions

Frank Rivoli: As part of the Master Plan you talk about jobs. How many Jobs would be permanent and how many would be during construction?

Bryan Thompson - The jobs that are shown are permanent full time equivalent jobs. At the moment the airport's operations generate 14,300 jobs and this number will increase to 23,000 by 2033. Construction jobs will be additional. Through the MDP process we will get a clearer idea of the number of construction jobs.

Frank Rivoli - How is Melbourne Airport ensuring that real-estate agents are indicating to residents that their property may be affected by aircraft noise?

Bryan Thompson – This is a very good point. At the moment the ANEF represented by the Melbourne Airport Environs Overlay is currently the only way we can communicate the impact of noise. This is incorporated into the Planning Schemes.

Jim Gardner – These ANEFs are then adopted in the Melbourne Airport Environs Overlay. This information is included in the section 32 which real-estate agents must supply prospective buyers. There are also smart phone applications that provide users with free instant planning reports.

Sam Cetrola - Does Melbourne Airport propose to make public its final submission that will go to the Minister?

Bryan Thompson - The Airports Act requires us to provide all submissions and how we have considered each submission to the Commonwealth Government. These submissions are then considered by the Minister when he makes the decision. The changes in the Master Plan will be published in the final Master Plan

Sam Cetrola - Is Melbourne Airport considering paying compensation to the people affected by the flight path as has been the case for Sydney residents?

Bryan Thompson - This is too early to comment and will be explored as part of the third runway project. Since the 1990 Strategy, plans for Melbourne Airport have indicated a four runway system, and this has incorporated ANEF in the ultimate capacity. It is recognised that these contours can expand and contract over time due to the changes in aircraft movements and forecasts.

Compensation is ultimately a consideration for the Commonwealth Government. The Australian Government, has previously funded noise amelioration programs in Sydney and Adelaide. In these two locations residential properties within the 30 ANEF contour were eligible for an insulation grant for their properties. At this stage, there are no properties zoned for residential purposes within the Melbourne Airport ANEF 30 contour.

BienneTam - I live in Jacana and it is already very noisy. I am concerned that the third runway will cause additional noise and pollution.

There will be increased movements over time. The ANEF shows the projected noise. The noise tool will be able to provide you specific information regarding your property and the noise implications. In areas close to the airport and that are impacted by noise, we recommend noise attenuation such as insulation.

Bienne - What about safety?

Bryan Thompson - Safety is our number one priority. We ensure that international and national standards are met. In Australia this is governed by the Civil Aviation Safety Authority.

The runway will comply with all local and international safety standards.

Vasvija Kojic - Would noise levels be legally breached by the third runway?

Brayn Thompson - The forecast levels are shown in the ANEF forecasts and in the N contours and in accordance with industry standards. These levels are monitored by Airservices.

Vasvija Kojic - How low would aircraft be flying?

Bryan Thompson - The third runway is to be built between 2018-2022. The fourth runway is around 2040. The aircraft will be flying in accordance with the CASA height requirements. The noise tool provides further information about specific heights.

Vasvija Kojic - Is there a curfew for aircraft?

Bryan Thompson - An important part of Melbourne Airport's operations is its curfew free status. The Master Plan highlights this. Understanding that a third runway will impact on

residents, there will be a number of operational restrictions on the third runway, limiting its use at night for example.

Susan Jenison –As a community member I would like to state that community members can contact their Members of Parliament to request a curfew. Curfews have been introduced in Sydney and Adelaide.

Vasvija Kojic - Why is Airservices Australia not providing prompt responses on requests for current aircraft?

Simon Cousins – I can speak to you after the meeting about individual incidents. However Airservices does have Webtrack which provides almost real time information about aircraft arriving and departing. There is only a delay of around 45 minutes.

Deanne Van Roy – When did community consultation occur, what community groups or representatives were consulted with?

Jo Powell – Consultation on the Master Plan began in November 2011. Since then we have held community meetings, briefings and information stands. We have also communicated key messages using the website and social media.

Bryan Thompson - The Master Plan consultation is the beginning of a seven year consultation process we will have with the community around the third runway. There will be more information, particularly during the time of the Major Development Plan process.

Nevertheless consultation has been a key element to the Master Plan process.

Deanne Van Roy – How have health impacts been considered?

Melbourne Airport recognises that health is an important issue, particularly for the surrounding community. We will be conducting a range of studies looking at issues such as health impacts, noise and air quality as part of the approval process for the third runway.

3. Master Plan update – Bryan Thompson

- Master Plan sets out a 20 year strategic direction for the airport. The draft Master Plan is an important planning document for future development and airport safeguarding as Melbourne Airport prepares for an estimated 60 million passengers per annum by 2033.
- The Preliminary Draft Master Plan has been on public exhibition since 20 May. The public consultation period closes tomorrow.
- Melbourne Airport will review all submissions received and revise the Master Plan accordingly. The document will then be sent to the Commonwealth Government for their consideration by the end of the year.

- To date 60 submissions have been received. The themes of these submission are as follows
 - *Ground Transport*; Need for rail link; Traffic congestion on existing roads; improved public transport
 - *Aircraft Effects*; Aircraft noise; Aircraft emissions / air pollution; Vibration; Health impacts; Community impacts (eg. schools);
 - *Flight Paths*; Location of flight paths; Relocation of flight paths over non-residential areas ; Height of aircraft (too low, should be higher)
 - *Third Runway* ; Objection to third runway; Impact of third runway on existing housing; Objection to orientation;
 - *Airfield Capacity Enhancement*; Changes to existing east-west runway; Increased air traffic
 - *Mitigation of Aircraft Effects*; More noise monitors needed; Air quality monitoring; Changes to flight paths; Curfew
 - Aviation Support; Increase terminal building; Arrivals hall improvements; Aesthetics
 - *Alternative Airports*; Growth should be accommodated at other airports
 - Financial Impacts; Devaluation of property values; Cost of noise attenuation; Cost of relocation; Compensation should be paid; Noise attenuation scheme
 - *Master Plan Process*; Lack of consultation; Lack of information; Noise contours should be audited by independent body; auditing of noise contours.

4. Master Plan CACG Submission – Darrell Treloar

The draft Master Plan CACG submission was tabled. The following issues were raised:

- MAEO Review and planning restrictions. Jim Gard’ner provided suggested copy change to highlight the role of the MAEO and the process. There was discussion amongst the group regarding whether the MAEO should be amended with the ANEF, or remain more consistent over a longer period. It was agreed that this could be explored in greater detail during the MAEO Review process, however the submission should highlight the importance of the MAEO Review.

ACTION: It was agreed that Darrell would liaise with Catherine Hunichen and Jim Gard’ner to finalise the text.

- Susan Jenison and Brian Boyd highlighted that the submission should reflect the concerns of the community.

It was agreed that this was covered in Section 3.

Catherine Hunichen suggested that the submission refers to ground transport and impacts on the wider community.

ACTION: Catherine to provide a paragraph to Darrell to include in the submission.

- Mateja Rautner suggested any reference to Melbourne Airport being a World Class Airport should include consideration of the productivity of Melbourne Airport,

including the ease with which passengers can move through the airport and baggage handling. No change to the submission is required.

ACTION: Darrell Treloar to amend the draft submission as highlighted above and send to Melbourne Airport by 21 August.

5. Terms of reference

The Chair tabled amended Terms of Reference. He noted the recommendations provided by Susan Jennison, Mateja Rautner and David O'Connor.

It was **AGREED** that Terms of Reference be adopted.

6. Monitoring aircraft noise at Melbourne Airport, Simon Cousins

Noise monitoring is conducted at major airports in Australia.

In Melbourne – there are 6 monitors: Diggers Rest; Bulla; Coolaroo; Thomastown; Keilor Village; Keilor East

The purpose to monitor: Community information; Assist in planning decisions; Monitor impact of changes to procedures; Validate modelling; Assist government in policy.

Short-term monitoring (four weeks) complements the permanent monitors: Fills gaps in permanent network; Modelling and assessment of procedures; Inform decisions on locations of permanent monitors; Investigate areas with particular community concerns .

About noise monitors

- Consists of a microphone attached to a mast (4-6m high) and electronic box
- Must meet international standards are audited
- Locations of monitors reviewed every few years (most recently 2012)
- Requirements include:
- Under flight path
- Residential area
- Easy access for maintenance
- Reliable power supply
- No other disturbing noise

Monitoring noise:

- Threshold for monitor set slightly above background noise levels
- Every noise event above threshold is record (average, peak, duration).
- Data checked against radar data – events nor aircraft related are removed.

Data can be produced for each monitor showing:

- Average noise levels (day and night)
- Number of events over certain levels
- Noise levels for different types of aircraft.

Noise data:

- Data displayed in near real time on <http://webtrak.bksv.com/mel>
- Quarterly reports published on Airservices website

Proposed monitoring improvements at Melbourne:

- Retain monitors at Bulla, Coolaroo, Thomastown, Keilor East and Essendon
- Decommission the current permanent monitor at Keilor (as recommended in the 2012 review of the monitoring network at Melbourne)
- Introduce six-monthly rotational monitoring at:
 - Avondale Heights (Rwy arrivals)
 - Keilor Village (Rwy 34 arrivals and Rwy 16 departures)
 - Caroline Springs (Rwy 16 departures)
- Use short-term monitoring to supplement data.

Concern was expressed that the CACG has not had prior advice regarding the changes now proposed by Air Services. Catherine Hunichen and Susan Jennison noted we have been waiting for over 2 years and that on a rotating basis, it will take over 3 years to get an accurate picture of noise levels including seasonal differences.

It was AGREED the matter be held over until the next meeting and that Air Services discuss further with Brimbank City Council.



Melbourne
monitoring presentati

ACTION: Airservices to discuss with Brimbank.

7. Communications and Engagement Plan

7.1 Plan

The need for a plan was identified back at the Strategy Session in February. Now that the Terms of Reference have been adopted, this can be actioned and report presented to the next meeting.

ACTION: Communications and Engagement Plan to presented at the next meeting.

7.2 Website

Susan Jennison, Mateja Rautner, David O'Connor met to discuss the website. This work was acknowledged by the Chair. The Group have suggested to Melbourne Airport that

the site be independently branded, increase its prominence on the Melbourne Airport Website and improve the profile. Melbourne Airport are now working through these suggestions to see what can be implemented from a technical perspective.

ACTION: Melbourne Airport to implement website change where technically possible.

7.3 History Brief

Last meeting Catherine Hunichen and Susan Jenison presented the history brief to Melbourne Airport. Susan Jenison met with Melbourne Airport to discuss. Melbourne Airport is currently completing a range of history work. It was agreed to meet to discuss next steps of this history brief, once this work is complete.

ACTION: To hold a meeting in September to discuss next steps of history brief.

8. Reports

8.1 Noise Abatement Committee:

- The NAC meeting was held on 13 August
- Airservices provided a review of the Q1&2 Noise Information Reports. There is now a focus on noise issues.
- Council and Government Departments now provide updates discussing items such as Planning Scheme amendments
- Discussed the NASF and AS2021 Review which is currently underway (with revised scope)
- Overview of the Melbourne Airport Noise Tool

8.2 Annual Report – Darrell Treloar

The Chair tabled the CACG Annual Report.

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

8.3 Work Plan – Jo Powell

Jo Powell spoke to the status of actions on the work plan and noted two items:

- Airport Drive and Steele Creek North Major Development Plan was approved by the Commonwealth Minister for Infrastructure and Transport on 25 in July 2013.
- Early works have commenced on the Southern Precinct Project. Construction on the new terminal expected to start in the last quarter of 2013. The tender process for the project is underway.

8.4 Membership – Darrell Treloar

Kevin Sheehan tendered his resignation with effect from 29 June 2013. It is also noted that there are now 2 community and two local government membership vacancies.

ACTION: Darrell Treloar to review membership.

9. Other business

9.1 Advice from GAA re Diggers Rest – Trent Kneebush

Melbourne Airport wrote to GAA regarding the property to ask for clarification about the site at Coimadai Road Diggers Rest. GAA advised that the land is designated “existing urban” and that the previous “industrial” designation was a mapping error. They also advised that the future development of the site is a matter for Melton City Council. Melbourne Airport subsequently wrote to Melton City Council to inform them about the potential aircraft noise issues which could affect future residential development on this site.

9.2 San Francisco Community Round Table

The Chair reported that he attended the San Francisco Community Round Table meeting held on 5 June 2013 and provided the following information regarding his visit:

- Seven airports in the immediate vicinity of San Francisco Bay
- San Francisco Airport is owned by the City and County of San Francisco
- Membership comprises:
 - 19 elected members from the municipalities and counties around San Francisco Bay
 - 3 airport representatives
 - a land use planning body representative
 - 3 airlines/flight operations representatives
 - 3 Federal Aviation Administration representatives
 - 3 Officers (1 coordinator and 2 technical consultants)
 - 6 noise abatement staff from San Francisco International Airport
- Meetings are open to the public and they have a question/submission time
- Responses to questions were not provided during the meeting and further information is being sought regarding their processes
- 12 or so community members present at meeting
- San Francisco International Airport’s has a **Fly Quiet Program** - an Airport Community Roundtable initiative implemented by the Aircraft Noise Abatement Office. Its purpose is to encourage individual airlines to operate as quietly as possible at SFO.
- Reports are provided on:
 - Number of operations and number of times noise levels were exceeded per month.
 - Noise complaints
 - Night time power run-ups
 - Runway utilization
- Some similarities with Melbourne Airport CACG. Noticeable differences were:
 - Very big group

- Emphasis on noise abatement - like a combined CACG and NAC
- Have a dedicated budget funded by the airport and municipalities
- Strong technical support
- Engaged in national forums
- Make technical contributions to the national effort to build relationships between airports and their communities

9.3 David O'Connor requested two items be raised Sunbury out of Hume Plebiscite; and aircraft viewing area.

Sunbury out of Hume Plebiscite

Adam Atmaca advised that there would be a Sunbury out of Hume plebiscite, with ballots closing on Friday 25 October. Aitken Ward, Jacksons Creek and Meadow Valley wards would all be entitled to participate. Hume City Council is neutral on the issue.

Aircraft viewing area

Could the Hume City Council be approached to upgrade the popular aircraft viewing precinct situated at the corner of Oaklands Road and Sunbury Road.

ACTION: The CACG to write to Hume City Council for an update on the site.

The meeting closed at 8.00 pm.

Actions Summary			
Meeting	Item	Lead	Status
20/5/2013	Re-invite PTV to future meeting.	Jo Powell	
20/08/2013	Amend CACG Master Plan submission and send to Melbourne Airport	Darrell Treloar	Submitted on 21 /8/2013
20/08/2013	Present Communications and Engagement Plan at next meeting	Jo Powell	Agenda item for next meeting
20/08/2013	To update CACG website	Jo Powell	
20/08/2013	To progress History brief	Susan Jenison / Catherine Hunichen	
20/08/2013	To review membership	Darrell Treloar	

20/09/2013	To write to Hume about the aircraft viewing area on the Corner of Oaklands and Sunbury Road	Darrell Treloar	
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Community questions that weren't addressed at the meeting:

The following questions were submitted at the meeting. However, due to time restrictions Answers have been provided after the meeting.

Bernard Mortimer - Is the proposed third runway a landing runway only and if so will that mean that the north-south runway will be used for take offs.

The third runway will be used for both landings and take offs.

Russell Beer – When Southern Precinct project is built and operation at capacity – does this trigger the need for a third runway.

The Southern Precinct is a new domestic terminal and aircraft parking. It does not improve runway capacity. The trigger for the third runway is not the Southern Precinct, but forecast passenger numbers. Forecasts show that Melbourne Airport's existing two runways will reach capacity somewhere between 2018-2022.

Russell Beer - The Master Plan doesn't appear to indicate the widening of the existing east west runway to 60 meters nor an indication that the new east/west will not have flights between 1pm and 6am.

The widening of the existing runway is currently being considered by Melbourne Airport. In terms of the third runway, there will be times where the runway will be used during the night.

Jenni Sherriff – What positive steps is Melbourne Airport doing about a positive advertising campaign to protect falling house values due to the above.

There are a variety of factors that influence values of properties including the array of employment and infrastructure provided in the area. Melbourne Airport has clearly indicated the value the airport provides to the local community in the Master Plan, and will continue to do so through our ongoing interaction with the local communities.. Prices values are not something that Melbourne Airport controls or has been actively involved with. However it is recognised that over the last 20 years prices of property around the airport don't appear to be affected by the increasing flights at Melbourne Airport.

Kaylene Wilson – These meetings should be publicised so that more community members can come. They are generally the second Tuesday every four months.

The CACG meetings are advertised in the local papers and on the Melbourne Airport website.