

## MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

Open meeting minutes —Tuesday 15 August 2017, 7pm–8.30pm

Gladstone Park Community Centre, 13 South Circular Road, Gladstone Park VIC 3043

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### CAAG Members

#### Present:

Darrell Treloar	Independent Chair
Susan Jennison OAM	Community representative
Frank Rivoli	Community representative
Fred Ackerman	Community representative
Peter Hurst	Community representative
David Cleland	Community representative
Michael Sharp	Australian Mayoral Aviation Council
Cr Jack Medcraft	Australian Mayoral Aviation Council
David Kirkland	Victorian Department of Environment, Land, Water and Planning (proxy for Jane Homewood)
Liz Beattie	Victorian Trades Hall Council (proxy for Luke Hilakari)
Steve Finlay	Local government officer, Melton City Council (proxy for Bob Baggio)

#### Apologies:

David O'Connor	Community representative
Petrus Barry	Local government officer, Moonee Valley City Council (proxy for Henry Bezuidenhout)
Captain Darren Gray	Pilot, Virgin Australia

### Organisational/agency representatives

Michael Jarvis	Melbourne Airport
Jai McDermott	Melbourne Airport
Kerr Forbes	Melbourne Airport
Alby Goodsell	Airservices Australia
Neil Hall	Airservices Australia

**Subject matter experts / supporting staff**

Kristi High	Melbourne Airport
Amanda Bennett	Melbourne Airport
Hannah Johnson	Melbourne Airport
Melanie Hearne	Melbourne Airport
Trent Kneebush	Melbourne Airport
Renee Atkinson	Melbourne Airport
Leonie Brown	Melbourne Airport
Natalie McGlone	Melbourne Airport
Grant Smith	Melbourne Airport

**1. Welcome and introduction**

The Chair welcomed everyone to the meeting and acknowledged present CACG members, agency representatives and support staff from Melbourne Airport.

Meeting attendees were advised that meetings of the CACG are recorded for the purposes of assisting with the preparation of draft minutes. The recordings are deleted once the minutes have been endorsed by the CACG at the next quarterly meeting.

The Chair outlined the role of the CACG and purpose of the public CACG meetings and set some expectations for meeting proceedings.

**2. Apologies**

The apologies listed above were noted.

**3. Confirmation of previous minutes**

The Chair referred to the minutes from the CACG meeting at the Salvation Army Hall (Brimbank City Corps) on 16 May 2017. The minutes of the meeting were **AGREED** and **CONFIRMED** by the group.

**4. Reports****4.1 Overview of CACG pre-meeting – Darrell Treloar, Independent Chair**

The Chair provided a summary of discussion in the pre-meeting of CACG held from 4-6pm.

A number of reports and presentations were considered as follows:

- A proposed 464 room hotel development is planned to be located in close proximity to Terminal 4 on the Melbourne Airport site. A Major Development Plan (MDP) is being

prepared as part of the development proposal and will be advertised to invite community submissions.

- Airservices Australia, provided an update in relation to Runway 16 departures in response to suggestions that departing aircraft were climbing at a low rate. This matter was investigated and it was confirmed that aircraft were at least 500 feet above the minimum climb gradient when they passed over Keilor.
- Melbourne Airport's Noise Abatement Committee (NAC). A special meeting will be held later in 2017 to consider how noise complaints (ie. number of complaints vs number of complainants) are recorded and reported.
- Airservices Australia presented to the CACG about on line noise information which can be accessed via the Airservices website. This provides information on complaints, runway use, flight paths, noise monitoring and access to the Noise Complaints and Information Service and Webtrak: <http://www.airservicesaustralia.com/aircraftnoise/melbourne/>
- An issue was raised in relation to vehicle congestion in the drop-off and pick-up zones near the Melbourne Airport terminals as a result of competition for space between pedestrians and vehicles.

The minutes for the August CACG pre-meeting and open meeting will be available for viewing on the Melbourne Airport hosted CACG website in due course.

## 4.2 Melbourne Airport Quarterly Report – Michael Jarvis and Kerr Forbes

Melbourne Airport's Executive Planning (Michael Jarvis) and Director Runway Development Program (Kerr Forbes) presented an overview of Melbourne Airport's third quarter activities. A summary of Melbourne Airport's updates is available with the meeting agenda on the Melbourne Airport hosted CACG website at <http://melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/meeting-minutes.html>.

Melbourne Airport intends to move the public exhibition of the Preliminary draft 2018 Melbourne Airport Master Plan to mid-2018 to align with the public exhibition of the Preliminary draft Runway Development Program (RDP) Major Development Plan (MDP). The benefit of aligning the exhibition of both draft documents is that it will provide the community with an opportunity to access all of the available information at one time.

While the dates for the formal public exhibition and consultation on the Preliminary draft 2018 Melbourne Airport Master Plan and preliminary draft RDP MDP have yet to be confirmed, Melbourne Airport is exploring options to stagger or partially overlap public exhibition and consultation on these documents. This will allow local communities to understand the detail of both draft documents and provide feedback.

Kerr Forbes advised that Melbourne Airport is committed to providing key information and findings about the Runway Development Program prior to the public exhibition phase, including releasing a number of technical studies relating to the project. These studies will be made available for public viewing as early as possible.

Studies that are not impacted by airspace design will be made available for public viewing in late 2017. Studies that are related to airspace design will be released in 2018, after airspace design has been finalised.

To increase public access to information about the Melbourne Airport Master Plan and Runway Development Program, Melbourne Airport will be undertaking a comprehensive community engagement strategy including information stalls, focus groups and other methods. Regular updates about the Runway Development Program will also be provided in Melbourne Airport's quarterly newsletter: *Gateway*. An interactive website will also be launched in September to give the public the opportunity to find out further information about the RDP and other Melbourne airport projects.

## 5. Questions from the public

### 1. When will the third runway health study be completed and when will the public be allowed to have input to it? – Sam Cetrola

Response from Kerr Forbes, Melbourne Airport:

The indicative time frame for completion of the Health Impact Study is the first half of 2018.

The Health Impact Study will be influenced by the outcomes of the Airspace Study that is currently being undertaken by Melbourne Airport. The Airspace Study is not yet complete. After the Airspace Study has been completed, Melbourne Airport will commence preparation of the Health Impact Study and provide regular updates to the community and consultation where necessary.

### 2. If the third runway goes ahead and Melbourne Airport will attract huge numbers of users as predicted. Considering the rail link is at least ten years away and with possible change of governments in that time, it may never be built. What strategies does Melbourne Airport propose to put in place to deal with the unacceptable delays its experiencing now and much worse into the future of people trying to get to and from Melbourne Airport? – Sam Cetrola

Response from Michael Jarvis, Melbourne Airport:

Melbourne Airport welcomes the State and Federal Government's commitment to the rail link to reduce vehicle congestion in and around the airport. Melbourne Airport will be working hard over the coming period to engage government agencies and stakeholders to progress feasibility studies into the rail link.

In addition, through the process of developing the 2018 Melbourne Airport Master Plan a number of ground transport improvements will be proposed to support transport connectivity and support a range of transport options in and around the airport. The Ground Transport Plan is included in the 2018 Melbourne Airport Master Plan and outlines proposed projects relating to transport and access.

In relation to managing traffic congestion around the airport, Melbourne Airport will continue to engage Local and State government bodies, VicRoads and other agencies with responsibilities for managing roads around the airport; with a view to improving the quality of local roads and reducing traffic congestion.

- 3. Is Melbourne Airport planning to run the 60 day consultation period over the busy Christmas period as a strategy to limit the number of submissions from the public? – Ian Johnson**

Response from Kerr Forbes, Melbourne Airport:

The indicative date for the exhibition of the 2018 Melbourne Airport Master Plan and Runway Development Program Major Development Plan (RDP MDP) is mid-2018.

- 4. I have tried a number of times to get the answers to my questions on the internet. I cannot find the information. Can I have the internet address for CACG meeting minutes, with information and the address of one person I can go to to show me the information. I require information in relation to the substation – Appollo Yianni**

Response from Darrell Treloar, Independent Chair:

Past minutes from the Melbourne Airport Community Aviation Consultation Group are available online at <http://melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/meeting-minutes.html>

At this link, internet users can click on the minutes they wish to view from the various quarterly meetings of the CACG.

- 5. Please explain to us why multiple complaints made to Airservices regarding the same issues are rolled into one complaint, is this not skewing the data for the benefit of the airport? – Dennis Ruggiero**

Response from Neil Hall, Airservices:

Repeatedly reported issues are counted as one complaint issue because once a single issue has been resolved, therefore no further information can be provided. The purpose behind this approach of considering one person complaining about one issue as a single complaint, is to give equal weight to the various issues that are raised for a response to enable Airservices to then further investigate issues according to the level of concern.

- 6. If complaints are not actually tallied correctly by Airservices how can the communities that are affected by noise expect outcomes from their issues? – Dennis Ruggiero**

Response from Neil Hall, Airservices:

Complainants are tallied correctly. A single person complaining about an issue is reflected as one complainant. This enables Airservices to further investigate issues based on the number of people that are complaining, rather than on an issue that may have been complained about by one person many times.

- 7. The Melbourne Airport recommended that a school 8.5 kilometres north of the airport be 'scrapped' based on the grounds that the aircraft noise will only increase over time and therefore affect the quality of education for the school. If the Melbourne Airport's proposed third runway goes ahead, what contingency measures are going to be put into**

**place for the 3 schools existing 4.5 kilometres east of the airport as their quality of education will be severely affected by noise – Dennis Ruggiero**

Response from Michael Jarvis, Melbourne Airport:

Melbourne Airport's Planning team made recommendations regarding the planning proposal for the school based on a number of considerations including aircraft noise among other objectors concerns such as traffic management.

Consideration of social impacts of the airport's development on local schools will be a consideration in the pending health impacts study being undertaken as part of the Runway Development Program. The community will be apprised about the health impacts study closer to the time of its completion.

**8. Request response to my letter dated 6 June 2017 – Helen Franks.**

Response from Michael Jarvis, Melbourne Airport:

Melbourne Airport will provide a response to your letter in writing.

**9. What activities are carried out at the Airport between 11.30pm to 1.00am producing an intense engine sound, as if testing is occurring – Helen Franks.**

Response from Kerr Forbes, Melbourne Airport:

There is some international traffic that arrives and departs at Melbourne Airport between 11.30pm and 1.00am. There are also some freight aircraft that operate.

**10. Considering the negative affects which are the consequences of operations of Melbourne Airport Corporation on extensive surrounding communities, deep deprivation, constant 24/7 noise and frequent air pollution. Does Melbourne Airport have a person/department/policy to deal with these problems? Or is this going to be another BHP in Newcastle SKM Recycling situation? – Robyn Taylor**

Response from Michael Jarvis, Melbourne Airport:

Melbourne Airport is aware of current amenity impacts on local communities due to its activities and will address matters that are reported.

**11. When will construction of the wave pool start? – J.K. Bennett**

Response from Michael Jarvis, Melbourne Airport:

There is no current update on the construction date for the wave pool. The business that has responsibility for the construction of the wave pool is in a phase of planning but has not yet set a date for construction.

**12. What steps is the airport taking to mitigate the impact of particles in the atmosphere due to flight activities? – Helen Franks.**

Response from Michael Jarvis, Melbourne Airport:

Air quality is the responsibility of the EPA and reports about this can be made to the EPA via the EPA website.

**13. What is the progress on the railway to the airport? What is happening and when? – Appollo Yianni**

Response from Michael Jarvis, Melbourne Airport:

The land relevant to the development of the rail link and the future development of the rail link is the sole responsibility of government, however Melbourne Airport is a supportive stakeholder and will provide support for the project as necessary. Melbourne Airport is not privy to discussions in relation to the development of the rail link including what is happening and when.

**14. Are Airservices saying that height of aircrafts over Keilor of 300 feet is acceptable? – John Jennison**

Response from Neil Hall, Airservices:

The data that was included in the Airservices Report to the CACG shows that aircraft are always above the minimum climb gradient. HORSH waypoint is just past Keilor and the data shows aircraft are always at 1000ft or above at HORSH.

**15. If most studies are completed, why are they not released now? Most equals majority yet the list showed 4 provided before Christmas and 8 after Christmas in 2018. Releases of these reports asap would show regard for the community – Helen Franks**

Response from Kerr Forbes, Melbourne Airport:

Most of the studies for the Runway Development Program have not been completed. Currently we are undertaking an airspace study which is a major piece of work that has yet to be completed and will impact other studies required as part of the Runway Development Program. As soon as the studies have been completed they will be made available for public viewing.

**16. With current difficulty catering for all flights at various airports, how will Airservices ensure safety in our skies here? Increased congestion is going to be expected at the airport with the projected increase in air travel. How can we be sure of our safety? – Helen Franks**

Response from Kerr Forbes, Melbourne Airport:

The airspace study will take into account all flight paths at Melbourne Airport and other airports in the Melbourne area, as well as the various limitations of airspace. The study will make recommendations that prioritise safety, efficiency and the reduction of aircraft noise.

**17. In what circumstances in relation to noise, vibration or exhaust fumes would Melbourne Airport consider abandoning their desire for the third runway? – Ian Johnson**

Forecast population and passenger growth means that we face capacity constraints at the airport from as early as 2022. We have a responsibility to meet growing demand and our runway proposal is a major part of doing that. It is in our best interests and in the best interests of the broader community to put forward a proposal that can best manage the impacts on our local communities. Ultimately the approval of our runway proposal rests with the Federal Government. The relevant authorities will undertake a rigorous assessment, with input from a variety of different agencies and stakeholders including the local community, to determine whether our proposal stacks up.

**18. You shouldn't be allowed to build the third runway, hotels, more parking more money on the Airport until the rail link is built. The longer you take to do it, the more it will cost.  
Thank you.**

You comment is noted.

## **6 Meeting close**

The meeting closed at 8.30pm.

The next CACG meeting will be held at 7:00pm on Tuesday 21 November 2017 at the Jack McKenzie Community Centre, 1 Green Street Bulla VIC 3428.