

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Minutes – Tuesday 21 August 2012, 6:00-8:00pm
Keilor Municipal Offices, Old Calder Highway, Keilor

Present:	Darrell Treloar	Independent Chair
	Susan Jennison	Community
	David O'Connor	Community
	Brian Boyd	Victorian Trades Hall Council
	Joseph Wheeler	Department of Infrastructure & Transport
	Jeremy Parkinson	Department of Infrastructure & Transport

Also in attendance were:

Chris Woodruff	Melbourne Airport
Matt Francis	Melbourne Airport
Bryan Thompson	Melbourne Airport
Jo Powell	Melbourne Airport
Trent Kneebush	Melbourne Airport
Melanie Hearne	Melbourne Airport
Mark Cenin	Airservices Australia
Sarah Renner	Melbourne Airport
Stuart Menzies	City of Brimbank

Apologies:

Domenic Isola	Australian Mayoral Aviation Council
Stephen Palombo	Board of Airline Representatives Australia
Adem Atmaca	Australian Mayoral Aviation Council
Kevin Sheehan	Community
Catherine Hunichen	Noise Abatement Committee
Linc Horton	Melbourne Airport
Michael Preberg	Melbourne Airport

Number of public in attendance: 200+

1. Introductions – Darrell Treloar, Chair

The Chair welcomed attendees. Thanked and acknowledge the strong attendance by the public.

2. Confirmation of minutes of meeting held 10 May 2012 – Darrell Treloar, Chair

It was **AGREED** that the minutes of the meeting held on 10 May 2012 be confirmed as an accurate representation of the meeting.

3. Public questions / submissions

Members of the public were offered the opportunity to ask questions and make brief submissions to the CACG.

1. **Erich Drack** – *Questioned the potential for safety, noise and property devaluation issues to arise as a consequence of a future new runway resulting in flights over a populated area and expressed interest in possible compensation for sound proofing.*

The Chair outlined that the third and fourth runways have been in Melbourne Airport's planning since the 1990s and Melbourne Airport is currently working on their next Master Plan. The draft plan will be available on public exhibition for 60 business days from February/March 2013. The issue of the alignment of the third runway will be addressed at this point.

2. **John Jennison** – *Concerned about A380 operations and their dependence on the North/South Runway, and whether safety is being compromised. He requested a prompt response to his question and proposed a timeframe of two weeks.*

Melbourne Airport and Airservices will consider the matter and a response will be included as a postscript in these minutes when it becomes available.

Postscript: *Mr Jennison has been advised that*

“There are a number of factors including origin/destination, wind strength/direction, air pressure, temperature, runway slope/surface and aircraft weight that are all considered within a rule set that determine the requirement of aircraft to operate on certain runways. The East/West runway is capable of servicing the A380s if the above factors allow such an operation. Unfortunately, lengthening the East/West runway will not add additional capacity that is now required to serve our growing passenger demand or delay the need of a third runway”

3. **Jill Righton** – *How was the Community Aviation Consultation Group formed and who is on it?*

The Chair advised that the Community Aviation Consultation Group formed in 2011, following the Commonwealth Government's Aviation Paper which recognised the importance of community engagement.

The primary purpose of the CACG is to ensure that community views are effectively heard by the airport and to give members the opportunity to obtain information about what is happening on-airport. The White Paper is clear that the CACGs are for consultation purposes only and are not decision making bodies.

As Independent Chair, Darrell Treloar worked with Melbourne Airport to identify a mix of representatives from all levels of government, industry and community representatives. Currently there are three community members. One covering Diggers Rest, one covering Keilor and one covering Broadmeadows.

A CACG Strategy Day was held earlier this year and the Group discussed the potential benefit of increasing the number of community members. As a consequence, the CACG will be advertising for additional CACG community members.

The Group's meetings are advertised in local papers and on the Melbourne Airport website. Community members also play an important role in informing the wider community of the meetings, as can be seen from the large turn out tonight, following the Keilor Residents and Ratepayers Association mail drop.

With the high level of interest and questions around the third runway, the presentations on the Master Plan were brought forward and public question time was deferred until after the presentations.

4. Master Plan update - Trent Kneebush

Trent Kneebush gave a presentation including an update and overview of the Master Plan process.

The overarching theme will be People, Place, Prosperity.

The key topics being addressed in the 2013 Master Plan are:

- Airfield and terminal capacity to meet forecast growth
- Ground transport
- Land use planning
- Airport safeguarding
- Environment
- Economic and social benefits

The turn out this evening demonstrates the high interest in the third runway.

Third runway

2013 Master Plan will show Australia Pacific Airports Melbourne (APAM's) preferred option for the third runway.

- Since the 1990s, Melbourne Airport has indicated that ultimately the airport will consist of four runways.
- Passenger traffic forecast to reach 60 million by 2030.
- The number of aircraft movements is limited on the current 2 runway system.
- The third runway will be required between 2018-2022.
- Planning needs to start in 2013 to meet the approval, detailed design and construction timeframes.
- Two options are available in the current Master Plan: parallel East/West runway and parallel North/South runway.
- Based on current information both options can deliver similar (ultimate) capacity.
- Decision making process will consider capacity as well as a number of other relevant criteria, including safety, cost, noise, ground delays and air traffic management.
- There are no anticipated changes to the previously planned alignment of either runway option, but an update to the noise contours is expected.
- Formal approval of the third runway will be through the Major Development Plan process (estimated to occur in 2015/2016).

Ground Transport

To support the future growth of Melbourne Airport over the next couple of decades Melbourne Airport will develop a new road network that will not only improve capacity but also reduce travel time.

This includes the construction of a new, single direction elevated road that will enable passengers to more easily arrive and depart from the airport, while separating pedestrians from vehicular traffic.

Melbourne Airport's vision is for this new roadway to be constructed above the existing road infrastructure, with passenger pick up and drop off to occur in existing and new multi-level structures.

The draft Master Plan will be placed on public exhibition for 60 days, commencing from February-March 2013.

5. Master Plan update, Social and Economic Overview – Shishir Saxena, SGS Economics & Planning

Melbourne Airport is a critical piece of infrastructure. It has positive and negative impacts for local residents, Melbournians and Victorians.

SGS has been engaged to undertake a Social and Economic Study of the airport to analyse these impacts. To undertake this research SGS are undertaking:

- Comprehensive literature review
- Survey of businesses & households
- Extensive consultation
- Established & robust modeling techniques

The outcomes of the study will be to:

- Quantify all economic impacts
- Show significance of the airport to the local region & Victoria
- Identify role, positive & negative impacts of the airport operations
- Highlight issues of importance

There were numerous questions on the survey technique employed and the validity of the results. SGS explained that the methodology was statistically valid and similar to that used by the Nielsen Polls.

Public questions resumed.

4. **Paul Freestone:** *This meeting is about Melbourne Airport's view, rather than Keilor residents. Melbourne Airport has outlived its use by date. There are alternatives. There should be further development at Avalon. There should be no further runways at Melbourne Airport and a curfew should be considered.*

Melbourne Airport: It is recognised that noise impacts on local residents. Nevertheless a four runway ultimate development has always been part of Melbourne Airport's plans.

5. **Marc Fiala:** *A risk assessment looking at the safety of the community needs to be conducted.*

Melbourne Airport: This is critical and will be part of the Major Development Process of the third runway.

What plans / considerations are in place of flight schedules?

Melbourne Airport: The airport will continue to operate as a 24/7 operation.

6. **Jody Freestone:** *Where is the noise decibel meter located in Keilor village? Is this now located in Caroline Springs?*

Airservices Australia: The Environmental Monitoring Unit is still located in Keilor.

The data is publicly available at:

<http://www.airservicesaustralia.com/aircraftnoise/monitoring-aircraft-noise/>

When will aircraft cease operating overnight?

Melbourne Airport: Melbourne Airport is a 24hr, 7 days a week operation. This brings benefits to the whole state. No 727s operate at Melbourne Airport.

7. **Barry O'Donohue:** *Questioned the projected use of Airport. With Melbourne - Sydney route being one of the busiest work routes, it is likely that North / South traffic will at least double.*
8. **Glen Lynch:** *I live close to current flight path N/S runway. I find the noise and impact of the current North/South flight paths unbearable. How will it be with two North/South runways - an East/West runway will impact less people.*
9. **John Rees:** *How many aircraft land on Runway 09/27 and use 16/34?*

ACTION: Question taken on notice (Detailed data is included in the minutes at Item 10.2)

Noise abatement should be redesigned to avoid Keilor.

10. **Michael Howson:** *What will be hours of operation of a new runway?*

Melbourne Airport: The Airport will remain a 24/7 operation.

Is there a map showing the level of noise decibels created by aircraft over the surrounding areas?

Melbourne Airport: The noise levels of a four runway ultimate development are in the current 2008 Master Plan. This will be refreshed as part of the 2013 Master Plan. The local planning scheme also includes the Melbourne Airport Environs Overlay, indicating noise levels and building requirements in these zones.

6. Commonwealth update – Jeremy Parkinson, Department of Infrastructure and Transport

6.1. National Aviation Safeguarding Framework

In May 2012, the Standing Council on Transport and Infrastructure (SCOTI) endorsed the National Airports Safeguarding Framework (the Framework), which includes guidelines relating to, amongst other things, managing the impacts of aircraft noise.

The Framework was an initiative of the Commonwealth Government's 2009 Aviation White Paper and was developed by the National Airports Safeguarding Advisory Group (NASAG), which consists of Commonwealth, State and Territory transport and planning officials and representatives from the Commonwealth Government Department of Defence, the Civil Aviation Safety Authority, Airservices Australia and the Australian Local Government Association.

SCOTI's endorsement of the Framework was subject to the Commonwealth's intention to seek a review of Australian Standard - AS 2021.

6.2. Review of AS2021 – Jeremy Parkinson, Department of Infrastructure and Transport

The Department of Infrastructure and Transport has developed a project proposal for the review, which will be submitted for consideration during the next round of Standards Australia Resourced Projects in late August.

Comments on this proposal close on 24 August 2012.

Further information is available at

http://www.infrastructure.gov.au/aviation/environmental/nasf/review_as2021_2020.aspx

7. State Planning Update – Trent Kneebush, Melbourne Airport

The Department of Planning and Community Development was unable to attend the meeting and Trent Kneebush provided the update.

Logical Inclusions

The Minister for Planning announced the Growth Areas Logical Inclusion Review process in May 2011.

The aim of the process was to determine possible Urban Growth Boundary inclusions stemming from a review of submissions made during the 2009/2010 Urban Growth Boundary changes.

As a result of the review process, some 5,958 hectares were included in the Urban Growth Boundary.

The advisory committee noted that *“Melbourne Airport is critical State and national infrastructure and planning near the airport needs to be carefully managed. The current suite of planning tools include the State Planning Policy Framework, Urban Growth Boundary and the Green Wedge Zone and the Melbourne Airport Environs Overlay, including its curfew free status.”*

New Zones

As part of the Government's commitment to promote clarity and certainty, the Department of Planning and Community Development has exhibited a suite of reformed zones for public comment. These include amended residential, rural, commercial and industrial zones. The reforms do not include planning scheme overlays relating to land use and development on land within airport environs eg Melbourne Airport Environs Overlay.

The proposed zones are designed to simplify requirements, provide certainty and allow a broader range of activities to be considered in each of the zones.

The closing date for making comments is 21 September 2012. Once the comments period has concluded and the zones are finalised, they will be implemented into planning schemes.

See DPCD website www.dpcd.vic.gov.au/planning for the related discussion paper and fact sheets on the proposed zone changes and next steps.

Metropolitan Strategy

Over the next two years the Victorian Government is preparing a new Metropolitan Strategy to manage Melbourne's growth and change. The strategy will contribute to the overall vision for the State including links with regional Victoria. The strategy will help guide Melbourne's future over the next 30-40 years.

On the website www.planmelbourne.vic.gov.au there are facts sheets around ten key themes including people, housing, transport, environment, economy, communities, freight, infrastructure, regional areas, and peri-urban areas. Online forums, discussing questions posed in the facts sheets, were held recently over a seven week period. Feedback from the online forums is now being collated and analysed to inform the next phase of developing the Metropolitan Planning Strategy.

DPCD has recently released nine strategic principles to build on Melbourne's strengths and address future challenges, which have been tested with key stakeholders, including Melbourne Airport, through a series of workshops.

8. Airport Drive – Bryan Thompson, Melbourne Airport

Work is currently underway to develop the preliminary draft Major Development Plan to extend Airport Drive from Sharps Road to Melrose Drive, providing access from the major arterial, the Western Ring Road. The new extension will be 2.8km long and valued at over \$150 million dollars.

There are three components to the Airport Drive extension: Airport Drive, the realignment of Link Road and the Steele Creek Retarding Basin. All components are outlined in and consistent with the 2008 Melbourne Airport Master Plan and 2009 Ground Transportation Plan.

Airport Drive will provide a secondary access point to the airport and provide direct road access from the Western Ring Road.

It is likely that the MDP will be on public exhibition by the end of the year. Construction will be staged. The first stage, the storm water drainage construction, is likely to commence in late 2013.

9. Noise Abatement Committee – Trent Kneebush, Melbourne Airport

In Catherine Hunichen's absence Trent Kneebush, tabled a written report; Report 9, Noise Abatement Committee and provided an overview of the Noise Abatement Committee meeting held on 14 August 2012.

Mr Kneebush observed that the noise complaint data for the period February - May 2012 was consistent with the same period a year ago.

David O'Connor asked about noise complaints in Diggers Rest and Mr Kneebush confirmed that noise complaints were down for Diggers Rest.

10. Reports

10.1. Work Plan - Jo Powell

Key projects including the Master Plan, Urban Growth Boundaries and Airport Drive have been discussed elsewhere on the Agenda tonight.

It is important to note that APAC Drive opened on 18 July. This 1.5km, 2 lane elevated road will provide a direct exit to the Tullamarine Freeway and is expected to handle around 15% of traffic leaving the southern end of the airport and the Business Park. Already a reduction in traffic around the terminal is evident.

The new Airservices Australia control tower will open in February/ March 2013.

It was **AGREED** that the report be noted.

10.2. Melbourne Airport – Night flights – Jo Powell

Report 10.2 on night flights was presented as requested at the last meeting.

The data found that there has been a decrease in freighters and general aviation aircraft with an increase in passenger flights during the hours of 11:00 pm to 6:00 am. It is important to note that freighters and general aviation aircraft are traditionally older and noisier.

Susan Jennison requested that the data for the runways be re-worked to separate numbers of movements on each of the 09/27 and 16/34 runways.

The data is represented in the table below:

Year	Runway	Total no. of movements (day & night)	Total No. of movements (night)	% of all movements
2006	09	634	14	0.01%
2006	27	71439	3983	2.22%
2006	16	63887	5603	3.13%
2006	34	43052	3717	2.08%
	Total	179012	13317	7.44%
Year	Runway	Total no. of movements (day & night)	Total No. of movements (night)	% of all movements
2011	09	557	180	0.09%
2011	27	60168	4329	2.10%
2011	16	81057	6342	3.08%
2011	34	64017	5180	2.52%
	Total	205799	16031	7.79%

Otherwise, it was **AGREED** the report be noted.

10.3. CACG Annual Report 2012 – Darrell Treloar

The Chair advised a minor change will be made to the draft report as expressions of interest for new community and local government members were not invited prior to 30 June and Susan Jennison requested that the objectives include reference to the Aviation White Paper.

It was **AGREED** that these changes be made and the Annual Report be approved.

10.4. Recruitment of CACG Members – Darrell Treloar

It was **AGREED** that the recruitment of additional members continue as outlined in the report. This includes the recruitment of additional community and local government representatives.

10.5. CACG Strategic Plan Implementation Strategy 2 – Community Engagement

Consideration of this item was **DEFERRED** to next meeting.

11. Other business

11.1. Waypoint 2012 - Jo Powell

Airservices Australia held their Annual Conference in Canberra in June and Jo Powell attended on behalf of the CACG. Around 300 people attended from airports, airlines and government bodies.

Speakers included Neil Planzer, Vice President, Boeing Air Traffic Management; Sean Donohue Group, Executive Operations, Virgin Australia; Kerrie Mather, CEO, Sydney Airport; and Ron Brent, Aircraft Noise Ombudsman; and Mike Mrdack, Secretary, Department of Infrastructure and Transport.

The theme of the Conference was "Demand, capacity & efficiency". Ms Powell reported that it was positive to see the industry working together to tackle industry wide issues such as noise, and recognising that there has to be a collaborative approach as air travel increases.

11.2. Maintenance issues - Matt Francis, Melbourne Airport

Qantas announced outcomes of its review of its heavy maintenance operations in May 2012 which included the loss of more than 400 jobs at Tullamarine with a consolidation of its maintenance operations at Brisbane and Avalon. Subsequently, Qantas announced the relocation of around 100 line maintenance positions to Tullamarine. Tiger Airways had recently announced the creation of 70 new positions associated with its Melbourne base operations.

12. Close

The Chair advised that the next meeting will be held at 6:00 pm on Tuesday, 20 November 2012 at Broadmeadows.

The meeting closed at 8:00 pm.

Actions Summary			
Meeting	Item	Lead	Status
21/8/2012	Question on notice: How many aircraft land on Runways 09/27 and 16/34?	Jo Powell	Completed. Data included in these minutes at Item 10.2
21/8/2012 21/02/2012 and 10/5/2012	Airservices to discuss the issue of low flying aircraft with Mr Jennison.	Mark Cenin	Completed, as noted in the minutes.