

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Minutes, Open meeting—Tuesday 17th May 2016, 7pm–8.30pm
Ultima Function Centre, corner Keilor Park Drive and Ely Court, Keilor

Present:	Darrell Treloar	Independent Chair
	David O'Connor	Community
	Susan Jennison OAM	Community
	Frank Rivoli	Community
	Mateja Rautner	Community
	Capt. Darren Gray	Pilot, Virgin Australia
	Leanne Deans	Noise Abatement Committee
	Michael Sharp	Australian Mayoral Aviation Council
	Adem Atmaca	Australian Mayoral Aviation Council
	David Kirkland	Victorian Department of Land, Environment, Water and Planning
	Liz Beattie	Victorian Trades Hall Council (proxy for Luke Hilakari)

Also in attendance were:

Neil Hall	Airservices Australia
Marcelo Alves	Commonwealth Department of Infrastructure and Regional Development
Tim Gill	Senior Aviation Consultant, To70 Aviation
Carly Dixon	Melbourne Airport
Michael Jarvis	Melbourne Airport
Anna Gillett	Melbourne Airport
Trent Kneebush	Melbourne Airport
Melanie Hearne	Melbourne Airport
Caroline Doherty	Melbourne Airport
Kris Perkovic	Melbourne Airport
Pamela Talevska	Melbourne Airport
Helen Love	Melbourne Airport

Apologies:

Bob Baggio	Melton City Council
Nick Seselja	Airservices Australia

Number of public in attendance: 39

1. Welcome and introductions—Darrell Treloar, Chair

The Chair welcomed everyone to the meeting and introduced Captain Darren Gray, who was attending his first meeting as the Virgin Airlines / pilot representative.

The Chair also introduced the following Melbourne Airport staff:

- Anna Gillett, the new head of Government and Stakeholder Engagement, replacing Elizabeth Joldeski. Anna will provide direct support to the CACG.
- Michael Jarvis, new Executive Planning, replacing Sarah Renner as the planning representative to the CACG.
- Kerr Forbes, the new RDP Program Director, replacing RDP Manager Pamela Graham, who is retiring in June.

Both Michael and Kerr will attend CACG meetings.

2. Apologies

The Chair noted the members that had provided apologies (as above).

3. Confirmation of Minutes of Meeting held 17 May 2015

The Chair referred to the minutes from the CACG meeting held on Tuesday 16 February 2016 from 6pm to 7.30pm at the Diggers Rest Community Hall, 48 Plumpton Road, Diggers Rest.

It was **AGREED** that the minutes of the meeting held on Tuesday 16 February 2016 be confirmed as an accurate representation of the meeting.

4. Reports

4.1 CACG Pre-meeting, Summary Report—Darrell Treloar, independent Chair

Darrell Treloar provided a summary report on the key items of discussion from the pre-meeting of CACG members held from 4pm to 6pm. (Refer to CACG pre-meeting minutes for more information.)

This report was **NOTED**.

4.2 Melbourne Airport Report—Carly Dixon, Melbourne Airport

Carly Dixon presented the Melbourne Airport report (presentation attached with these minutes).

Key items included the following:

- Runway Development Program update.
- Update on Melbourne Airport Jetbase MDP: The Jetbase project includes the construction of a new purpose-built jet hangar and prestige passenger terminal with associated infrastructure. This precinct already has private jet facilities—this is an upgrade to the current site. Public exhibition period closes Wednesday 25 May 2016 with four submissions received.

- URBNSURF Melbourne: Australia's first man-made surf park, located on Watson Drive adjacent to Essendon Football Club. Community was briefed on the project at a meeting on 6 April and nearby residents received letters before and after meeting. Management also met with the Melbourne Airport Club to notify them of the surf park development.
- Planning Rezoning of 32a Green Gully Road, Keilor and Eliza Street, Keilor Park: Melbourne Airport will be making submissions opposing the rezoning of two Department of Education sites from Public Use Zone 2 (Education) to General Residential Zone as it will create additional dwellings subject to aircraft noise.

This report was **NOTED**.

5. Submissions / Questions from the public

Ian Johnson

1. *When will Airservices advise kindergartens, primary schools, high schools, residents, churches etc that they will experience aircraft noise because of the flight path for the proposed third runway?*

Neil Hall, Airservices:

Any time there are changes to flight paths, we will go to the community, through forums such as these and others, and explain the flightpath impacts. Regarding the airspace design for the runway program, this is work that is currently being undertaken and once a design is ready, we will be communicating that to the community.

Steve Ducie

2. *What is the Melbourne Airport authority doing about compensation and upgrades to people's homes under the proposed east-west runway. What is going to happen to the value of my home? And please don't hide behind your studies, we need answers now. We asked the same questions and don't get an answer.*

Carly Dixon, Melbourne Airport:

We understand that it is not a satisfying answer but the reality is we don't have the answers on the impacts just yet. The studies have a long lead-in time and this is partly because many of them are dependent on each other. So we can fully understand the impacts, we need to understand these inter-dependencies and things like the proposed engineering design, to genuinely quantify these impacts. That's our commitment, that's what we need to do, so we can provide answers to these questions.

Robert Tipping

3. *Is there a difference in American and British noise measurement methodology? They can give different results, has this been taken into account?*

Neil Hall, Airservices:

Airservices uses internationally accepted noise modelling to assess noise impacts, which is measured in decibels. Over 60 decibels at night and 70 decibels during the day is regarded as the threshold at which noise can annoy people; below 60 decibels, it's internationally accepted that this is not as impactful. That said, people experience noise differently and will have different opinions.

There are no regulatory limits on aircraft noise over residential areas. Under the EPBC Act, Airservices is required to provide assurance that we've assessed the environmental impacts of any flight path changes. This is done by using internationally accepted noise modelling, to determine whether those noise impacts are significant—that's our responsibility.

Erich Drack

4. *Has the airport company any plans/ money allocated to insulate homes from noise and air pollution—we know the airport will continuously grow? Is there a limit to the expansion of the airport?*

Carly Dixon, Melbourne Airport:

Regarding insulation, we are not considering any noise insulation schemes. There was previously an Australian Government funded noise insulation program in Sydney and Adelaide. In these two locations, residential properties within the 30 Australian Noise Exposure Forecast (ANEF) contour were eligible for an insulation grant for their properties. These programs are now closed. There are no residential zoned properties within the Melbourne Airport 30 ANEF contour.

Erich Drack

5. *Air quality—you can smell aircraft fumes, the kerosene, it has an adverse health impact on people.*

Carly Dixon, Melbourne Airport:

Regarding health and other impacts, we will be undertaking the research to inform our understanding so we can then have an informed conversation with the community and understand what potential remediation may exist.

Erich Drack

6. *Does Melbourne Airport speak to local councils?*

Carly Dixon, Melbourne Airport:

We engage on a regular basis with the seven local councils in the vicinity of the airport. Even on this CACG, there are local government officers from Hume, Brimbank, Moonee Valley and Melton councils.

Erich Drack

7. *How much will the airport develop? Is there a limit?*

Our lease arrangements oblige us, as the airport operator, to develop Melbourne Airport to meet future aviation demand. The way the federal government is able to exert influence is through the Master Plan, which we are required to produce as part of our lease every five years. The Master Plan details how we are going to develop the airport. If, over time—for whatever reason—the airport cannot be developed any further, that will be a decision for the government and airport operator at that time.

Steve Ducie

8. *How does the community get feedback to questions? Is 60 days consultation sufficient for the community to provide feedback on the runway program?*

Carly Dixon, Melbourne Airport:

We are aware that 60 days is not sufficient for a comprehensive appraisal of the runway MDP, which is why we have committed to providing information as it becomes available. We have said that as the studies are completed, we would release the findings of studies, as we have done with the ecological study. We are aware that there is a long lead-in time with some of the studies, and that some people have expressed frustration in their request for more information, but we are absolutely committed to ensuring the community has ample time to consider the information, ask questions and make submissions.

Robin Taylor

How do they justify the effects of aircraft taking off or landing over Keilor Park at a rate of a plane every two minutes for probably 16 to 18 hours a day to the health, wellbeing and further of the sleep deprivation caused to the community? If the planes are not landing they are taking off from Melbourne Airport. So I have two questions:

9. *Is Airservices actively discouraging people from ringing and complaining?*

Neil Hall, Airservices:

We take all complaints seriously, which is why we are required to respond to complaints within 21 days. People are not always happy with the responses that are provided but nonetheless we are committed to responding and we have a staff of eight people that respond to about 40,000 complaints each year. There are times when we won't respond to a repeat complaint from the same complainant if we believe we have satisfactorily answered that complaint.

The complaints process does work. Several years ago, there was an issue with early right turns off Runway 16 that was impacting residents in Keilor. We investigated those complaints, spoke to the airlines and learnt there was an operating procedure that wasn't as effective as it should have been. So collectively we found a solution and were able to resolve the problem.

Robin Taylor

10. *Is Melbourne Airport profit taking at the expense of the community?*

Carly Dixon, Melbourne Airport:

Our lease is effectively to be the custodian of a public infrastructure asset for the community. It's worth noting that when airports were privatised in 1997, it was with the view that the private sector was better placed to operate airports and invest in public infrastructure to meet future growth.

Dennis Ruggerio

11. *Melbourne Airport has recently been documented in the Hume Leader regarding their recommendation that the proposed Islamic School for Oaklands Junction be scrapped due to the increase in air traffic noise that would be experienced by the proposed school. Melbourne Airport said in the article that that the air traffic noise is only going to keep increasing over time. This is a proactive strike for the airport for a suburb that is 8.5km away. What reactive measures can the community expect to see from the Melbourne Airport for the three existing schools in Gladstone Park that are only 4.5km away? Ex-Mayor Casey Nunn voiced her concerns in the same article asking if students would need to stay inside with doors and windows closed to block aircraft noise.*

Carly Dixon, Melbourne Airport:

The difference between the two is that one is an existing land use right and another is an application to build a new school in an area with a noise overlay that would have been known to the applicant. Further, Melbourne Airport wasn't the only one opposing the application— there were 16 other submissions doing the same.

The reason we are so proactive in this area is that we do not want any new residents or community members to be impacted by noise-sensitive developments or for airport operations to be impacted. There have been planning decisions made in the past that allowed encroachment and increased density—we are determined to play our part to ensuring this is avoided in the future.

Dennis Ruggerio

12. Will Melbourne Airport be supplying an EIS to all parties associated with the proposed third runway development to ensure full transparency of the process? The community demands that this is required and that the airport does not hide behind the MDP banner.

Carly Dixon, Melbourne Airport:

We do not get a choice what process is used—the Commonwealth decides the process to receive planning approval. That advice was the runway program will be assessed as a Major Development Plan (MDP) under the Airports Act 1996, which is the legislative responsibility of the Commonwealth Department of Infrastructure and Regional Development. The department will seek advice on environmental matters from the Commonwealth Department of Environment, in effect ensuring the RDP is assessed under provisions of both the Airports Act (via an MDP) and section 160 of the Environment Protection and Biodiversity Act.

Dennis Ruggerio

13. THE EIS provided in 1990 recommended that the second east-west runway be used only in peak periods, 6am–8pm due to the high levels of aircraft noise that would be experienced over residential areas. Does Melbourne Airport not take this documented point into consideration for the proposed third runway development? Surely the airport understands that not taking this into consideration will alienate residents or is pure greed over-riding their sense of responsibility?

Carly Dixon, Melbourne Airport:

The Airports Act requires the airport to update its Master Plan every five years and to articulate a 20-year vision for the airport site. The 1989 Airport Strategy (precursor to all subsequent Master Plans) is the foundation document for the planning that has followed—but this strategy was never intended to be set in stone. The airport site today is very different to the site in 1989— there have been significant changes and we need to be able to accommodate those changes as part of the planning process.

Each iteration of the Master Plan takes account of changes at the site—for example, ground and air traffic and the developments at the business park.

In the example of the third runway, the need for a new runway had been deferred over several master plans due to technology and capacity improvements. But we could only defer for so long before the need for a runway became critical.

Dennis Ruggerio

14. *I personally drive heavy machinery for a living and am concerned about the effects of lack of sleep that air traffic noise from the proposed third runway will have on my ability to do my job safely. Should I fall asleep at the wheel, does the airport, the airlines, the Commonwealth Government or anybody involved in this proposed development care? Will they take any responsibility for this potential health issue and the safety issues that will arise from this? Do I need to start taking sleeping tablets for the rest of my working life and get an addiction just because I live near the airport? Is this acceptable? Where is the corporate social responsibility from the airport and please do not answer this question if the response is going to be we have to wait for the studies to come back. We don't need to wait for studies from the airport to know that lack of sleep affects the human body dramatically especially in instances where you are responsible for decision affecting a moving vehicle.*

Carly Dixon, Melbourne Airport:

It is the responsibility of each individual to ensure they are fit to work.

Dennis Ruggerio

15. *If the proposed third runway goes ahead and a resident makes a complaint about aircraft noise, what will be the process of that complaint? Will Airservices have a script in place to deal with these complaints as we would like to use the forum of the CACG meeting to officially give Airservices fair warning that these complaints will be received? A response along the lines of "bad luck, you knew this was coming" or that planning personnel from the Melbourne Airport have advised that we will get used to it will not suffice or quell community outrage once the reality of the noise from the proposed third runway is felt.*

Neil Hall, Airservices:

As mentioned, we take all noise complaints seriously and will do our very best to respond to any complaints. Further, together with the airport, we will engage the community prior to the proposed runway becoming operational. We will talk about the potential noise impacts and discuss possible measures to mitigate those impacts. That is the undertaking I can provide at this point in time.

Dennis Ruggiero

16. *Can the CACG please explain again why questions documented from the community for public forum time at the quarterly meetings are not being documented correctly in the minutes? Members of the community feel the questions are being manipulated so relevant parties using the minutes to ascertain community concerns are not getting an accurate representation. If proof of this is required, members of the community are prepared to compile examples and provide to the CACG. Please provide an email address and contact for this to be forwarded to.*

Darrell Treloar, Chair:

We have taken the questions as they have been asked and recorded them faithfully and gone to some effort to do that.

Norma Plane

17. *As a resident of Keilor Park in the City of Brimbank, I have received notice from the Department of Environment, Land, Water and Planning that the vacant land at 46 Eliza Street, Keilor Park, formerly Keilor Park Primary School, is to be re-zoned. Rezoned from Public*

Use Zone 2 (Education) to General Residential Zone (GRZ) and that the Development Plan Overlay (DPO) will be applied. An increase in the population density under the flight path—will it threaten the curfew free status of the Melbourne Airport. What level of increased population density will Melbourne Airport accept under the flight paths in the case of the Keilor Park site and the Keilor site?

Carly Dixon, Melbourne Airport:

Melbourne Airport will be making submissions opposing the rezoning of both the Eliza Street, Keilor Park site and the site at 32a Green Gully Road, Keilor as we are of the view that these will create additional dwellings subject to aircraft noise.

Keith Levens

18. Between 11pm and 12.05am weekdays, approximately 6 or 7 wide bodied A380 / A330 aircraft depart on zero or under 15 km/h wind. These jets mostly take off to the south using the existing north-south runway. Why is this direction the airport's preferred path under no or low wind? Please consider taking off into the north to reduce impact.

Neil Hall, Airservices:

Under the noise abatement procedures for Melbourne Airport, Airservices' first priority is to have aircraft from the north land on Rwy 16 and depart to the west off Rwy 27.

The priority list for aircraft landings / take-offs between 11pm–6am is as follows:

Priority 1: Runway 16 Landing, Runway 27 Take-off

Priority 2: Runway 27 Landing, Runway 27 and 34 Take-off

Priority 3: Runway 27 Landing, Runway 27 Take-off

Priority 4: Runway 34 or 16 Landing, Runway 34 or 16 Take-off

Priority 5: Runway 09 Landing, Runway 09 Take-off

At certain times of the year, the wind is a factor in determining what runways are utilised. There were prolonged southerlies this summer, which meant the priority 4 procedure was used and may explain why more aircraft had been taking off from Runway 16.

Barry McMahon

19. How many houses in the Keilor area will be double glazed?

Carly Dixon, Melbourne Airport:

We don't currently have any proposals to double glaze windows.

Meeting closed at 8.30pm.

Next meeting: Tuesday 16 August 2016, 7pm–8.30pm, at the Gladstone Park Senior Citizens Centre, corner Carrick Drive and Elmhurst Road, Gladstone Park