

**MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP**  
**Minutes – Tuesday 18 February 2014, 6:00-8:00pm**  
**Diggers Rest Community Hall, Plumpton Road, Diggers Rest.**

|                 |                    |                                                                         |
|-----------------|--------------------|-------------------------------------------------------------------------|
| <b>Present:</b> | Darrell Treloar    | Independent Chair                                                       |
|                 | Susan Jennison     | Community                                                               |
|                 | David O'Connor     | Community                                                               |
|                 | Catherine Hunichen | Noise Abatement Committee                                               |
|                 | Peter Allen        | Victorian Department of Planning, Transport<br>and Local Infrastructure |

**Also in attendance were:**

|                 |                                                                       |
|-----------------|-----------------------------------------------------------------------|
| Jo Powell       | Melbourne Airport                                                     |
| Carly Dixon     | Melbourne Airport                                                     |
| Chris Woodruff  | Melbourne Airport                                                     |
| Melanie Hearne  | Melbourne Airport                                                     |
| Samara Williams | Melbourne Airport                                                     |
| Trent Kneebush  | Melbourne Airport                                                     |
| Marcelo Alves   | Commonwealth Department of<br>Infrastructure and Regional Development |
| Simon Cousins   | Airservices Australia                                                 |
| Donna Howard    | Airservices Australia                                                 |

**Apologies:**

|                  |                                                                         |
|------------------|-------------------------------------------------------------------------|
| Robert Walters   | Community                                                               |
| Mateja Rautner   | Community                                                               |
| Brian Boyd       | Victorian Trades Hall Council                                           |
| Cr Adem Atmaca   | Australian Mayoral Aviation Council                                     |
| Domenic Isola    | Australian Mayoral Aviation Council                                     |
| Jim Gard'ner     | Victorian Department of Transport, Planning<br>and Local Infrastructure |
| Bryan Thompson   | Melbourne Airport                                                       |
| Sarah Renner     | Melbourne Airport                                                       |
| Yeong-Han Cheong | Commonwealth Department of<br>Infrastructure and Regional Development   |
| Grace Daniel     | Commonwealth Department of<br>Infrastructure and Regional Development   |
| Stephen Palombo  | Board of Airline Representatives Australia                              |

**Number of public in attendance: 15**

**1. Introductions – Darrell Treloar, Chair**

The Chair welcomed attendees. He thanked and acknowledged the members of the public in attendance. He welcomed Peter Allen to the meeting in place of Jim Gard'ner.

The Chair acknowledged the number of apologies for the Community Aviation Consultation Group for this meeting. He explained that convention requires greater than 50% of members to be in attendance to form a quorum. Noting that this was not the case, he proposed that the meeting

proceed but that any decisions taken be ratified when the minutes are approved at the next meeting of the CACG.

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

## **2. Confirmation of Minutes of Meeting held 19 November 2013 – Darrell Treloar, Chair**

It was **AGREED** that the minutes of the meeting held on 19 November 2013 be confirmed as an accurate representation of the meeting.

## **3. Public questions/submissions**

The Chair said 45 minutes had been allocated to public questions for this meeting. He explained this was due to an increased interest in departures from Runway 16 during November and December 2013. The Chair said Airservices Australia will present to the Community Aviation Consultation Group and public questions and submissions will follow afterwards.

Simon Cousins gave a presentation on Airservices's investigation into departures from Runway 16 and an increased number of complaints regarding early turns over Keilor during November and December 2013.

Standard Instrument Departures for departures from Runway 16 for destinations to the north east require aircraft to turn after reaching a 'waypoint' which is 4 nautical miles, approximately 7 kilometres, south of the airport.

On some occasions aircraft may turn prior to the 'waypoint' if the pilot determines the early turn is required for safety reasons. Airservices monitors and investigates those jet aircraft which turn before the 'waypoint'.

Between 1 November 2013 and 31 January 2014 there were 17 incidents of early turns for aircraft departing from Runway 16. There were no patterns in times of day or week or aircraft types.

Airservices will continue to investigate issues of early turns from aircraft departing Melbourne Airport and encouraged the public to contact the noise complaints information service (NCIS) via 1800 802 584 or email [ncis@airservicesaustralia.com](mailto:ncis@airservicesaustralia.com)

Members of the Community Aviation Consultation Group and the public were invited to ask questions to Airservices regarding departures from Runway 16.

- 1. Susan Jennison – In regards to the incidents of aircraft making a premature turn after departing Runway 16, did Airservices determine if the flights were those from carriers who had more recently commenced services from Melbourne Airport?*

Airservices found there was an even distribution of new and established carriers undertaking a premature turn from Runway 16 during this period.

- 2. Susan Jennison – Do these airlines now have the correct 'waypoint' programed into their systems?*

Yes, airlines should have the 'waypoint' for Runway 16 logged into their systems.

3. *Sean Carrev – What is the penalty for non-compliance to noise abatement procedures for an airline or airport?*

There is no penalty for breaches of noise abatement procedures. Noise abatement procedures are guidelines for airlines to follow to minimise aircraft noise impacts on surrounding communities. Ultimately a pilot's main responsibility is safety and in some cases the pilot may need to undertake actions which are not in-line with the noise abatement procedures.

Having said this, pilots and airlines are fully aware, respect and support the noise abatement procedures for Melbourne Airport. If a breach occurs, Airservices Australia will work with the pilot and the airline to discuss the breach and reinforce the noise abatement procedures, if required.

*What will be done if there are future breaches?*

Airservices will work with pilots and airlines to determine the nature of the breach. In some cases manoeuvres are carried out by pilots for safety reasons. Airservices will reinforce the noise abatement procedures for Melbourne Airport if they are required.

The Chair thanked Airservices for their proactive approach to the events on Runway 16 and for working with the CACG to investigate and update them on what occurred. This proactive approach helps stakeholders gain a better understanding of what is happening at the airport.

A number of written questions were received from people in the gallery.

1. **Alex Jinks** – *Is the committee aware of the recently adopted local area traffic management (LATM) study in Diggers Rest by the City of Melton? What effect will the proposed 640 residential properties south of Diggers Rest have on Melbourne Airport's 24 hour curfew?*

Trent Kneebush said Melbourne Airport was aware of this study and advised that Melbourne Airport had prepared a submission to the LATM study in 2013 which outlined the impact the development will have on the airport's environs overlay.

He said the area around Diggers Rest had been zoned as residential for a number of years. He said he understood the minimum block size for this area was 2000m<sup>2</sup>.

David O'Conner said he attended the Council meeting and explained the block sizes for this development would be smaller than the previously zoned lots. He said this could impact on Melbourne Airport's curfew free status.

2. **Lyndon Riley** (via David O'Connor) – *Is the airport going to move to Sunbury Council and how do they feel about it being 16 kilometres from Sunbury? What are the airport's intentions about this as some of the Hume City Council councillors are in favour of the airport's move to Sunbury?*

The Chair explained the decision regarding local government authority boundaries is the responsibility of state government. He said the proposed area which could potentially make up Sunbury Council has not been determined.

Carly Dixon said Melbourne Airport has a long standing relationship with Hume City Council. The airport is aware the Minister for Local Government, Jeanette Powell has established the Sunbury out of Hume Local Government Panel to provide expert advice on the most effective

way to implement the new council. Melbourne Airport will watch the consultation process and will become involved with it as it proceeds.

3. **Frank Rivoli** – *From the CACG minutes it appears the community representative for Broadmeadows has not attended a CACG meeting between November 2011 and June 2013.*

*If this is true, then the Chair has not secured a community representative from the area east of the airport for over two (2) years, during the crucial period of consultation when the master plan was being developed.*

*Would the Chair explain how a process without community representation is relevant to the residents of Broadmeadows, Gladstone Park and Westmeadows?*

The Chair said a representative for Broadmeadows was appointed to the Community Aviation Consultation Group when the group was first established in 2011. Due to work commitments this member was unable to attend meetings and consequently tendered his resignation from the CACG.

The Chair explained broad representation of the communities surrounding Melbourne Airport is important to the success of the CACG and forms part of the selection criteria for appointment of members. Advertisements have been placed for new CACG community members and the group is in the process of interviewing potential candidates. The Chair said this process is ongoing.

The Chair explained that Melbourne Airport undertook extensive community consultation for the Master Plan during the consultation period in 2013. He said that the CACG's involvement in the consultation process and its input were based on the many views expressed by the community at its meetings during this time.

*I believe not having a representative from the Broadmeadows area is a breach of the White Paper. Furthermore, I have not seen any evidence of consultation from Melbourne Airport during the Master Plan period.*

The Chair respected but disagreed with the community member's comment regarding the breach of the White Paper.

4. **Frank Rivoli** - *In the Community Aviation Consultation Group terms of reference the role of the independent Chair is not defined as having a voting role.*

*Could the Chair explain why it is necessary for the independent Chair to have a vote?*

The Chair explained he is one of the 10 members which make up the CACG and as the Chair he is entitled to a vote. He said it is actually more common for a Chair to have a vote than not have one.

5. **Frank Rivoli** - *There are two members on this CACG representing the Australian Mayoral Aviation Council. From the CACG minute records since 2011, there was not one tabled question from either member.*

*Could the members give a summary of what the Australian Mayoral Aviation Council does and benefit it is to the CACG? Why is it necessary to have two representatives from the Mayoral Aviation Council, which are occupying voting positions?*

The Chair said there were no representatives from the Australian Mayoral Aviation Council present at the meeting to directly respond to the question.

The Chair said Melbourne Airport is surrounded by a number of local government authorities which are impacted by the airport's operations. When the CACG was developed it was proposed the group would include two members from the Australian Mayoral Aviation Council to represent the various councils surrounding the airport. The AMAC nominated which members would represent them at the CACG.

**ACTION:** The CACG to ask AMAC to make a presentation on their role and activities to the group.

6. **Sam Cetrola** - *Melbourne Airport's Noise Abatement Committee has not held a meeting since 12 February 2013, which is 12 months ago. How has this been allowed to happen? When will the meetings commence? Can we have community representation on this committee?*

The Chair said Catherine Hunichen was a member of the Noise Abatement Committee along with her representation on the CACG.

Catherine Hunichen explained she is the Brimbank Council representative on the Noise Abatement Committee. She said meetings for this group are held on a quarterly basis a week before the CACG and have been held regularly for some time. The CACG agenda for the last three meetings has been changed to allow for a presentation of what was discussed during the Noise Abatement Committee meetings. Catherine will present on the Noise Abatement Committee tonight.

*Can the community access the minutes from the Noise Abatement Committee?*

The Chair explained Catherine Hunichen's report on the Noise Abatement Committee will be included in the minutes from this evening's meeting.

Jo Powell said the minutes for the Noise Abatement Committee are available on the Melbourne Airport website. Melbourne Airport will update the website with the most recent minutes.

**ACTION** – Melbourne Airport to upload and update minutes from Noise Abatement Committee meetings.

7. **Sam Cetrola** – *The 2013 Melbourne Airport master plan shows there has been an increase in the number of annual aircraft movements from the 2008 Melbourne Airport master plan, from 272,000 to 380,000.*

*To provide clarity for my community will Melbourne Airport release the landing and departure figures per runway to achieve the 380,000 aircraft movements outlined in the 2013 master plan?*

Jo Powell said aircraft movements at Melbourne Airport are included in the meeting agenda. Forecasts into runway usage at the airport show aircraft movements will increase, however these are annual figures and do not look at specific runway usage. Melbourne Airport is able to provide further information on current runway usage.

*My concerns regarding runway usage are in relation to the third runway.*

Melbourne Airport use predictive figures to feed into forecasts which contribute to ANEFs.

Melbourne Airport offered to meet the community member to discuss his concerns further.

**ACTION** – Melbourne Airport to meet with Sam Cetrola to discuss third runway usage.

### 3. Master Plan next steps – Carly Dixon, Melbourne Airport

Carly Dixon gave a presentation to provide an update on the Master Plan process and what Melbourne Airport is doing now the master plan has been approved.

The 2013 Melbourne Airport master plan was approved by the Minister for Infrastructure and Regional Development on 18 December 2013. The plan is now available to the public via the Melbourne Airport website, [www.melbourneairport.com.au](http://www.melbourneairport.com.au)

Following the approval of the master plan, Melbourne Airport will create Major Development Plans for major packages of work. Major developments are those which have significant community impact and/or value over \$20 million. These developments still require separate planning approval through a major development plan.

Key major development plans on the agenda for Melbourne Airport are:

- Melbourne Airport Business Park Warehouse – February 2014
- Zulu taxiway and apron works – Q2/Q3 2014
- Elevated loop road – Q3/Q4 2014
- Third runway 2015.

Melbourne Airport is currently in the feasibility phase for the third runway. Preliminary scoping works have begun on the runway and the airport is working with the Commonwealth Government to determine the approval process for these works. It is anticipated a preliminary draft MDP will be on public exhibition in 2015. Following this construction of the runway is predicted to occur in 2017 – 2020 with operation of the runway to commence in 2021.

Melbourne Airport's approach to the development of the third runway is to be open and transparent, no surprises. To ensure this, community consultation will be a critical part of the MDP process. Consultation will build on the work undertaken during the master plan process and will involve such channels as fact sheets, website, online noise tool, CACG meetings, community phone line and email.



140103\_Master Plan  
General Update.pdf

Members of the CACG were offered the opportunity to ask questions regarding the presentation.

1. **Susan Jennison** – *Can hard copies of the 2013 Melbourne Airport master plan be purchased by members of the CACG?*

Hard copies of the Melbourne Airport master plan will be available for purchase by members of the public. Melbourne Airport will provide members of the CACG with hard copies of the Master Plan at the next meeting in May.

**ACTION** – Melbourne Airport to supply hard copies of the 2013 Melbourne Airport Master Plan at the next CACG meeting.

2. **Susan Jennison** – *Is the existing east-west runway going to be widened?*

Melbourne Airport is looking into extending the existing east-west runway as part of the airport's development to accommodate the predicted increases in passenger numbers.

3. **Susan Jennison** - *What direction will aircraft departing from the new east-west runway take? Melbourne Airport indicated these aircraft would not go west, but will turn over southern suburbs.*

Flight paths were included in the 2013 Melbourne Airport Master Plan, however these flight paths are predictive. The flight paths included in the Master Plan were used to determine ANEFs.

Airservices will work on flight paths for the third runway, but full details of aircraft usage of the runway will not be available until approximately two months prior to completion. Between now and operation more work will be done on airspace changes and more detailed information regarding these changes will be available during the Major Development Plan consultation period.

4. **Noise complaint and information service – Melbourne Airport – Donna Howard, Airservices**

Donna Howard from Airservices gave a presentation on Airservice's noise complaint and information service (NCIS). The presentation gave an overview of the process Airservices follows to manage and investigate complaints relating to aircraft noise from the community, including noise generated from aircraft using Melbourne Airport.

Airservices welcomes feedback from the community and encourages the public to utilise the organisation's Web Trak service in the first instance if they have an enquiry regarding aircraft noise. Users can also make a complaint regarding a specific aircraft via this service. WebTrak can be found via <http://www.airservicesaustralia.com/aircraftnoise/webtrak/>

If the community has any further issues regarding aircraft they can contact Airservices on 1800 802 584.



140218\_Airservices  
Australia presentation

Members of the CACG were offered the opportunity to ask questions regarding the presentation.

1. **David O'Connor** – *Working with Airservices and the CACG has allowed him to work with the local community to address complaints regarding aircraft noise around Melbourne Airport. Will WebTrak have to function to print specific days and times?*

WebTrak is going through a review process at the moment. Airservices encourages any feedback regarding the program to be put in writing and these will be considered during the review process.

2. **Susan Jennison** - *I found WebTrak puts extra onus on the community to investigate incidents of aircraft noise in the local area when Airservices should investigate the issue themselves. Can Airservices provide the day and night noise levels for departures from Runway 16?*

Donna Howard said she can produce information about aircraft noise levels of departing aircraft from Runway 16.

Simon Cousins said he can present this information to the CACG at the next meeting.

**ACTION** – Airservices to present information regarding aircraft noise levels from Runway 16 at the next CACG meeting.

3. **Susan Jennison** – *Does Airservices have any liaison with the Noise Abatement Committee?*

Airservices presents information regarding complaints raised and trends witnessed during the previous quarter. Airservices also works to keep the complainant informed on the progress of their complaint as it is investigated.

Members of the public were offered the opportunity to ask questions regarding the presentation.

4. *Does Melbourne Airport have noise sharing plans in place for aircraft arriving and departing from the airport?*

Airservices explained noise sharing does exist at some airports to distribute aircraft noise impacts on the surrounding communities. However, Melbourne Airport does not have any noise sharing measures in place.

5. *Will aircraft movements over Diggers Rest be impacted by new developments proposed for the area?*

There are no plans to change flight paths over Diggers Rest. There are noise abatement procedures in place for aircraft arriving and departing from Melbourne Airport. Airlines and pilots are aware of these procedures and follow them where possible.

The 2013 Melbourne Airport Master Plan outlines the noise abatement procedures for Melbourne Airport.

6. *Will the expansion of Diggers Rest affect flight paths into and out of Melbourne Airport?*

There are no plans to change flight paths around Diggers Rest. Noise abatement procedures are in place to minimise noise impacts on communities surrounding Melbourne Airport and airlines and pilots are aware of the procedures.

The Chair thanked Donna for her presentation and attendance at the Community Aviation Consultation Group meeting.

## 5. **Warehouse Major Development Plan CACG submission – Darrell Treloar, Chair**

The Chair explained Melbourne Airport currently had a Major Development Plan out for public comment regarding the development of a large warehouse in the airport's business park. The Chair asked members of the CACG if they had any questions regarding the draft submission circulated with the meeting agenda.

1. **Susan Jennison** – Page two of the CACG submission refers to the preparation of a Cultural and Heritage Management Plan by Melbourne Airport. Will the public be able to view this management plan?

The Chair said Appendix G of the Business Park Warehouse MDP provides an overview of the process Melbourne Airport will take in conjunction with the construction company to manage Cultural Heritage during the development of the warehouse. This Appendix is available on the Melbourne Airport website along with the Warehouse MDP.

2. **Susan Jennison** – The paragraph regarding Cultural Heritage states the CACG would like to have a presentation on Melbourne Airport's Cultural Heritage processes prior to the submission closing date. As the closing date for submissions for this MDP is before the next CACG meeting when will this presentation take place?

The Chair explained this part of the CACG's submission to the Melbourne Airport MDP was in reference to the CACG's interest in the history of Melbourne Airport and how the airport manages Cultural Heritage. This paragraph relates to the day to day management of Cultural Heritage rather than the management of this specific site.

3. **Catherine Hunichen** – A clause regarding lighting at the site should be included outlining that any lighting onsite should be focused onto the site to mitigate spillage on aircraft and the public.

Melbourne Airport explained it must adhere to all statutory requirements, including those around lighting. The airport must take into consideration all submissions to the MDP. Melbourne Airport explained given the distance between the warehouse and the local community, light spillage is not expected to impact the local community.

The Chair explained the comments surrounding lighting in the draft submission related to a gap in information regarding lighting impacts on the local community. He explained that the matter of impact on aircraft is addressed well in the MDP.

4. **Catherine Hunichen** – Does Melbourne Airport have urban design guidelines and are they available to the public?

Trent Kneebush from Melbourne Airport confirmed the airport has urban design guidelines. He said these guidelines would be reviewed shortly as the current ones had been around for some time.

He said these guidelines are publically available and would pass them onto the CACG.

**ACTION** – Melbourne Airport to distribute urban design guidelines to the CACG.

5. **Catherine Hunichen** – What process does Melbourne Airport go through to make sure the development meets the MDP?

Melbourne Airport follows a rigorous process with developments at the airport. The next step for the airport will be obtaining a building permit from the Commonwealth Government to allow for the start of construction.

After construction is completed on the warehouse Melbourne Airport must get the necessary documentation signed off by the Commonwealth Government before it can be used.

6. **Susan Jennison** – *Traffic on local streets around Melbourne Airport are already very busy. How can the warehouse have no impact on local streets if it is introducing extra workers into the area?*

The Chair explained Sinclair Knight Mertz undertook an extensive traffic management study into the area surrounding the airport which has been included as part of the MDP. The Chair explained this information was available on the Melbourne Airport website.

Melbourne Airport explained the development of the Business Park warehouse is tied into the extension of Airport Drive, which will provide an alternative entry into the airport and will remove traffic off local streets. Melbourne Airport explained vehicles using this facility will be encouraged to access it via Airport Drive to relieve the pressure on local streets.

Melbourne Airport discussed the CACG's concerns regarding pedestrian and cycle paths into the development and their concerns regarding stormwater. The airport advised that the tenant of the new development had a number of large vehicles accessing the site and requested for no pedestrian and cycle paths near the warehouse for safety reasons. The airport will still have new pedestrian and cycle paths created through the development of Airport Drive.

The airport also raise the CACG's issue relating to stormwater and advised the airport will be working with the occupiers of the warehouse to undergo a more detailed design process for the warehouse's stormwater system.

The CACG agreed to retain its statement regarding pedestrian and cycle paths into the warehouse in the submission. The CACG also discussed adding a paragraph into the document regarding the need for more public transport to the airport. Statements regarding public transport will support the CACG's submission to the 2013 Melbourne Airport Master Plan.

It was **AGREED** that this submission should be made to Melbourne Airport with the changes regarding public transport included.

**ACTION** – The Chair to make necessary changes to the warehouse MDP submission and submit to Melbourne Airport.

## 6. Strategy 4 – Sustaining the CACG – Darrell Treloar, Chair

The Chair advised the CACG that the next item of business was to discuss the CACG's strategy to sustain the CACG. He said he was happy to discuss this document this evening, but due to the high number of apologies thorough discussion about this topic may not be possible.

The Chair suggested this item be tabled to a later date.

It was **AGREED** that the CACG table this item for a later date.

## 7. Reports

### 7.1 Work Plan – status of actions

Jo Powell spoke to the CACG regarding the status of actions in the work plan. She said the Warehouse MDP and 2013 Melbourne Airport Master Plan had been discussed in detail during the meeting.

In regards to Community Engagement, Melbourne Airport has investigated options to have CACG meetings advertised in council collateral to raise the profile of the CACG to a wider audience. In addition to this Bryan Thompson, chair of the Planning and Coordination Forum who attends the CACG, will present to the CACG from its May 2014 and provide updates on the discussions held during the Planning and Coordination Forum.

**Susan Jennison** – *Is Melbourne Airport putting in a submission regarding the review of Australian Standard 2021?*

Melbourne Airport said they will be putting in a submission regarding the standard's terms of reference. The airport advised the scope of the review will be limited, for example Standards Australia will not be looking into other issues regarding the standard such as noise metrics, which Melbourne Airport wanted to discuss in this forum.

The airport has been advised that Standards Australia will be working on an axillary document regarding aircraft noise, but the timing of this document is unknown and is unlikely to be published until after the review is completed in Q1 2014.

Susan Jennison advised that she had also made a submission to Standards Australia regarding AS2021, but aside from an acknowledgement regarding the receipt of this document she had not heard anything else.

The Chair suggested the CACG write to Scott Stone at the Department of Infrastructure and Regional Development regarding its interest in the review of AS2021.

Marcelo Alves said the committee is chaired by the Aviation Ombudsman who has also expressed his concerns regarding the terms of reference for this review. He encouraged the CACG to write to Standards Australia regarding AS2021.

It was **AGREED** that the CACG will write to Scott Stone and Standards Australia regarding its interest in the review of AS2021.

**ACTION:** CACG to write to Scott Stone, General Manager Aviation Environment DIRD and Ron Brent, the review chair, regarding the review of AS2021.

The report was **NOTED**.

## **7.2 Noise Abatement Committee**

Catherine Hunichen spoke to the report. Since the November meeting Melbourne Airport has met with Brimbank City Council regarding residential zoning and their impact on Melbourne Airport. The Committee discussed the increase in noise complaints for Keilor during November and December 2013 regarding departures from Runway 16.

Airservices discussed their improvements to noise reporting to the Noise Abatement Committee and CACG which will include more information on runway usage, night movements and the nature of community complaints.

The Chair thanked Catherine for her ongoing work for the CACG and Noise Abatement Committees.

### 7.3 Night Flights

Jo Powell presented information on the forecast number of night operations and the current usage of runways during the hours of 11.00pm to 6.00am.

The presentation looked at data from 2006, 2011 and 2013 night flight operations. It also looked at the runway usage of night flights for Q1 to Q3 2013.

Members of the CACG and the community were offered the opportunity to ask questions regarding the presentation.

1. **Susan Jennison** – *Will the CACG be given a copy of the presentation? Can you advise if there has been an increase in departures between 12.00 midnight – 4.00am from runway 16?*

Airservices said this information was not available at the moment, but would investigate this question and provide the information at a later date.

**ACTION** – Airservices to investigate departures from Runway 16 between 12.00 midnight to 4.00am.

2. **Community member** – *Why do night flights start from 11pm?*

Melbourne Airport and Airservices said they understood for many people night time is earlier in the evening, prior to 11.00pm. Night flights are defined as flights between 11.00pm to 6.00am as this is the period of most concern.

3. **Susan Jennison** – *Has Melbourne Airport considered the introduction of insulation programs similar to those in Sydney and Adelaide?*

Melbourne Airport is aware of the insulation programs in Sydney and Adelaide. Ultimately these compensation packages are determined by the Commonwealth Government and they are offered to properties located within the ANEF 30. Melbourne Airport is not in this situation.



140213\_Night  
OperationsCACG.pdf

The report was **NOTED**.

### 7.4 Membership

The Chair discussed the status of current appointment vacancies and the status of the appointment of new members.

## 8. Other business

### 8.1 Grass fires around Melbourne Airport

Susan Jennison asked if Melbourne Airport was aware of the fires and their proximity to Melbourne Airport. She asked if there was more information regarding who caused these fires?

Melbourne Airport said they were aware of the fires and their proximity to the airport.

**ACTION** – Melbourne Airport to look into the cause of the fires around the airport.

Meeting closed at 8.00pm.

The Chair advised the next meeting will be held at 6.00pm on Tuesday 20 May 2014 at Keilor City Church, 80 Harrick Road, Keilor.

| Actions Summary |                                                                                                                                            |                 |        |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------|
| Meeting         | Item                                                                                                                                       | Lead            | Status |
| 18/02/2014      | CACG to ask AMAC to present to the group                                                                                                   | Darrell Treloar |        |
| 18/02/2014      | Melbourne Airport to upload and update minutes from Noise Abatement Committee meetings                                                     | Jo Powell       |        |
| 18/02/2014      | Melbourne Airport to meet with Sam Cetrola to discuss third runway usage                                                                   | Jo Powell       |        |
| 18/02/2014      | Melbourne Airport to supply hard copies of the 2013 Melbourne Airport Master Plan                                                          | Jo Powell       |        |
| 18/02/2014      | Present information regarding aircraft noise levels from Runway 16                                                                         | Simon Cousins   |        |
| 18/02/2014      | Melbourne Airport to distribute urban design guidelines to the CACG                                                                        | Jo Powell       |        |
| 18/02/2014      | Make changes to the warehouse MDP submission and submit to Melbourne Airport                                                               | Darrell Treloar |        |
| 18/02/2014      | CACG to write to Scott Stone, General Manager Aviation Environment and DIRD and Ron Brent, the review chair regarding the review of AS2021 | Darrell Treloar |        |
| 18/02/2014      | Investigate departures from Runway 16 between 12.00 midnight to 4.00am                                                                     | Simon Cousins   |        |