

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Minutes – Tuesday 26 March 2013, 6:00-8:00pm
Kangan Institute, Auditorium, 35 Pearcedale Parade, Broadmeadows

Present:	Darrell Treloar	Independent Chair
	Susan Jennison	Community
	David O'Connor	Community
	Brian Boyd	Victorian Trades Hall Council
	Catherine Hunichen	Noise Abatement Committee
	Robert Walters	Community
	Mateja Rautner	Community
	Adem Atmaca	Australian Mayoral Aviation Council
	Jim Gard'ner	Department of Planning & Community Development

Also in attendance were:

Matt Francis	Melbourne Airport
Bryan Thompson	Melbourne Airport
Jo Powell	Melbourne Airport
Trent Kneebush	Melbourne Airport
Sarah Renner	Melbourne Airport
Michael Prebeg	Melbourne Airport
Rod Burgess	Department of Infrastructure & Transport
Simon Cousins	Airservices

Apologies:

Chris Woodruff	Melbourne Airport
Domenic Isola	Australian Mayoral Aviation Council
Kevin Sheehan	Community
Linc Horton	Melbourne Airport
Melanie Hearne	Melbourne Airport
Bjorn Hassert	Melbourne Airport
Renee Atkinson	Melbourne Airport

Number of public in attendance: 22

1. Introductions – Darrell Treloar, Chair

The Chair welcomed attendees. Thanked and acknowledged new community representatives Robert Walters and Mateja Rautner. He also welcomed Jim Gard'ner, Rod Burgess and Simon Cousins to their first CACG meeting. The Chair explained that the venue change from the Broadmeadows Town Hall to the Kangan Institute was due to a maintenance issue at the Broadmeadows Town Hall.

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

2. Confirmation of Minutes of Meeting held 20 November 2012 – Darrell Treloar, Chair

It was **AGREED** that the minutes of the meeting held on 20 November 2012 be confirmed as an accurate representation of the meeting.

4 Master Plan update – Bryan Thompson

Bryan Thompson gave a presentation including an update and overview of the Master Plan process.

Master Plan Process

- Commonwealth Government requirement.
- Master Plan sets out a 20 year strategic direction for the airport.
- The Master Plan is submitted to the Commonwealth Minister for Infrastructure and Transport for approval following a public consultation process.
- The Master Plan is an important planning document for the future development as Melbourne Airport prepares for 60 million passengers in 2033.

Melbourne Airport – Major Contributor to State and Local economies

- Today, around 14,300 jobs are created through the operations of Melbourne Airport – with this figure projected to grow to 23,000 by 2033.
- Approximately 67 per cent of all employees at Melbourne Airport live within a 15 kilometre radius of the facility.
- Locally, Melbourne Airport is particularly important to the City of Hume. The airport directly supports one in six jobs – making it a major source of local employment.
- The airport directly contributes approximately \$1.5 billion in economic activity to the region, which is about a half a per cent of all economic activity in Victoria, and 6 per cent of economic activity in the seven municipalities that lie within a 15 km radius of the facility.
- By 2033, indirect impacts will contribute \$20 billion to Victorian gross state product annually, directly and indirectly supporting the employment of more than 72,000 people.

Third Runway

- The preferred orientation of the third runway is East West and is a key issue within the Master Plan
- Forecasts show that the existing two runways will reach capacity in the near future and a third runway will be required somewhere between 2018-2022.
- Growing our capacity is part of APAM's lease with the Commonwealth Government.
- A third runway will allow tourism and business in Melbourne to grow. By 2033, the airport is expected to support 23,000 jobs and contribute \$3.21 billion to the GSP.
- This new runway will be parallel to the existing EAST-WEST runway, and located approximately 1.5 kilometres to the south of the existing east-west runway. Aircraft will land in the West and then depart out over Keilor.
- Approval of the Master Plan is not approval for a third runway. A formal planning process will follow. This is likely to commence somewhere between 2015-16 and include further community consultation.

2008 ANEF vs 2013 ANEF: Key Differences

- Melbourne Airport is working with Airservices at the moment to finalise the ANEFs (Australian Noise Exposure Forecasts). The draft ANEFs are broadly similar to those shown in the 2008 Master Plan. While there has been some decrease to the south, in other areas, particularly to the east, the contours have changed. These changes are due to the updated assumptions and more sophisticated modelling used in current forecasts. The noise contours are also broadly consistent with the 2003 ANEF which is the ANEF on which the MAEO is modelled.

Managing Noise: Now & in the future

Melbourne Airport works along Airservices, airlines and other stakeholders to instigate a number of noise abatement procedures including:

- Procedures to reduce flight movements over residential areas
- Noise Abatement committee
- Smart tracking
- Online flight and noise tool
- Commitment to Airport safeguarding and responsible land use
- Community consultation including CACG

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

1. **Susan Jennison** – *Questioned the additional widening/lengthening of the existing East-West runway.*

Bryan Thompson explained that the widening and lengthening of the East-West runway will be included in the 2013 Master Plan and will be part of the upgrade along with the additional third runway to allow for increased capacity.

2. **Susan Jennison** – *Questioned the increased use of the existing East-West runway at night time.*

Bryan Thompson explained that there will be minimal changes to the number of night time services, however it is not possible to confirm this until the third runway is constructed and the schedule is finalised by Airservices.

3. **David O'Connor** – *Questioned the impact on the Melbourne Airport Environs Overlay (MAEO) in the Victoria Planning Provisions and raised concern about public consultation about changes to overlay.*

Jim Gard'ner explained that the State will review the overlay based on ANEFs. The information will be determined once the Master Plan has been finalized. This will also take into consideration the review of Australian Standard: AS2021-2000.

Bryan Thompson encouraged all members of the public to engage during the 60 day public exhibition period in which during this time formal responses will be captured.

4.1 Public questions / submissions

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

1. **Frank Rivoli** – *Raised concern about the views community members not being heard by the Minister and failing to engage the community to discuss issues of concern allowing development at Melbourne Airport to occur without public consultation. Frank addressed the current Melbourne Airport CACG Terms of Reference suggesting that its purpose is solely to protect Melbourne Airport's reputation and long term viability. Understanding that under the terms of reference the CACG reports directly to Melbourne Airport and does not have public accountability nor does it report to the Federal Minister. Mr Rivoli urged the Melbourne Airport CACG to review Sydney's SACF terms of reference and adopt them.*

The Chair explained that the Melbourne Airport CACG is currently in the process of reviewing its terms of reference and that the group is always looking to improve. Regarding the Sydney SACF (CACG), the Chairman explained that the Sydney group is in a different circumstance as the SACF meetings are not open to the public but agreed their terms of reference will be considered in conjunction with the current review.

2. **Betty Kos** – *Asked for an explanation of how aircraft noise is monitored and where the instruments that measure the contours are placed - particularly concerned about the Tullamarine area.*

Simon Cousins explained that there are currently four permanent monitors located underneath Melbourne Airport flight paths, at Bulla, Thomastown, Keilor East and Coolaroo, as well as portable monitoring units at Diggers Rest and Keilor Village. Airservices publishes data from these monitors on its website. Airservices last reviewed the location of monitors in 2010, and this review recommended some additional short-term monitoring, that has since been undertaken.

David O'Connor asked why and when the Diggers Rest monitor was being decommissioned. Simon Cousins explained that the 2010 review had recommended this as due to its location, it failed to capture a high proportion of departures from Runway 27, which was its purpose. Decommissioning would take place very shortly. Airservices is open to suggestions of other locations for monitors that would better capture departures from Runway 27

Simon Cousins explained that the 2010 review had also recommended the relocation of the Keilor Village monitor, as due to its location it was not accurately capturing flights. The review recommended short-term monitoring at Avondale Heights to determine whether that would be a better location for a monitor, which has now been undertaken. Airservices will bring the results of the short-term monitoring to a future CACG meeting before making a decision about the decommissioning of the Keilor Village monitor.

ACTION – Simon to bring results from short term monitoring to a future meeting.

3. **Bob Rau**– *Questioned the horizontal and vertical elevation accuracy of the monitors and why there was no noise monitor in Westmeadows.*

Simon Cousins explained that Airservices has placed the monitors under each of the major flight paths but that it was open to suggestions for locating monitors.

David O'Connor questioned whether the proposed Melbourne Airport Online Noise Tool will be an accurate reflection of the data from these monitors?

Bryan Thompson explained that the Melbourne Airport Online Noise Tool will show the community the current noise impacts and noise monitoring including the ANEFs and noise contours and those proposed in the Master Plan. The information is based on historic noise exposure patterns whereas the ANEFs are based on forecasts.

4. **Kelvin Bennett** – *Asked why the public questions from the previous meeting at the Broadmeadows Town Hall in November were not minuted?*

The Chair explained that the last meeting was a public meeting and for a different purpose than the regular CACG meetings. Its purpose was to assist with community understanding of the Master Plan process and announcement of the orientation of the third runway. This meeting was not part of the formal public consultation period of the Master Plan but was intended to enhance peoples' knowledge ahead of its formal exhibition.

Bryan Thompson explained that all formal submissions will be captured in the 60 business day public consultation period. He said, Melbourne Airport is committed to going beyond the statutory consultation requirements and the public meeting in November 2012 is an example of this and would be happy to put a summary of the questions on the website.

The Chairman encouraged the public to raise issues addressed at the public meeting again during the formal 60 business day public exhibition period once the draft Maser Plan is available.

Rod Burgess confirmed that after the 60 working days of public consultation the Master Plan goes to the Minister for Transport - the Hon. Anthony Albanese but after 60 days if it isn't specifically passed by him, it is automatically passed.

ACTION – Melbourne Airport to place public questions from Public Meeting in November 2012 on to the website.

5. **Betty Kos** – *Asked about air pollution and how it is measured?*

The Chair said that the CACG will take this question on notice and will respond accordingly after the meeting.

Action – Melbourne Airport to respond to question

6. **Helen Franks** – *Concerned about noise for local residents. Questioned how many airbus flights will be using the new runway?*

The third runway will mean that there will be an increase of all flights. The third runway will facilitate around 380,000 aircraft a year. This includes airbus and other aircraft models.

Asked about what consideration is given to the impact on existing buildings regarding noise and vibration through their house.

The Chair said that the CACG will take the concern about vibration on notice and will respond accordingly after the meeting. There has been no consideration of vibration in the Master Plan, only measure of noise.

What is the current and future “dumping of fuel” from aircrafts?

Sarah Renner explained that the fuel dumping does not take place in the environs overlay. It only takes place out past 30km over the bay and any fuel dumped vaporizes before it hits the ground.

How is explanation of noise going to assist residents?

Airports create noise, so it is important that residents understand the impacts, particularly as the airport grows and what is done to manage noise impacts on local residents.

Bryan Thompson explained that the purpose of the Melbourne Airport Online Noise Tool is to equip the community with the necessary information to make assessments.

Are the fact sheets in any other languages I.e. Arabic?

Non-English speaking languages are an important community group. Communications to these groups will be available through local councils and media. In addition Melbourne airport agreed to translate information into languages including Arabic.

ACTION – Melbourne Airport to translate fact sheets into languages other than English.

- 7. Karanbir Virk** – *Resident who lives under the flight path in Broadmeadows who raised concern of increased flights over her house over the past 6 months, sometimes every 2-3 minutes, which is very loud and extremely stressing, especially when it occurs at night.*

Sarah Renner explained that the frequency of aircraft movements are increasing especially aircraft take offs to the West which residents would experience louder. Melbourne Airport is working through noise abatement procedures with the Noise Abatement Committee which it meets with quarterly.

- 8. Helen Franks** – *Raised the question of consideration of alternative airport locations including Avalon or in the Eastern suburbs. Concerned that growth and development of the airport is disregarding the impact on communities of the North-West.*

There are a number of airports in Melbourne including Avalon. Each airport will have their own business strategy. In terms of Melbourne Airport our studies show that there will be ongoing passenger growth at Melbourne Airport and the lease with the Commonwealth Government requires us to provide infrastructure to ensure the airport can grow.

- 9. Mark Fiala** – *Raised concern about if and how the public responses during the 60 business day period will be presented to the Federal Minister? Who is responsible for this?*

Trent Kneebush explained that an exact copy of all of the formal public comments will be captured by Melbourne airport and submitted to the Minister for Infrastructure and Transport, along with Melbourne Airport’s response to each of the matters raised.

10. **John Jennison** – *Asked whether the growth numbers are only based on Melbourne Airport? He asked whether Melbourne Airport will publish N60 and N70 contours in the Master Plan.*

Bryan Thompson explained that it does not include Avalon or Essendon and the growth forecasts only consider Melbourne Airport. Bryan explained that these additional noise contours will be published on the Melbourne Airport Online Noise Tool Noise Tool but not in the Master Plan. The Melbourne Airport Online Noise Tool Noise Tool will be available shortly when the 60 business day public exhibition period commences.

11. **Mark Fiala**– *Questioned if the Master Plan will incorporate any “independent” health, safety or pollution studies?*

Bryan Thompson explained that the Master Plan outlines the airport’s proposed developments and does not include these studies for each development. The Master Plan does address health and safety approaches. These in-depth studies will be undertaken as part of the Major Development Plans (MDP) process.

5 CACG Strategy Workshop Review– Darrell Treloar, Chair

5.1 - Report CACG Terms of Reference

The Chair identified that further work is required on amendments to the Terms of Reference and to take into consideration the issues raised about the Terms of Reference in the Public Questions. The CACG will hold them over to consider further at the next meeting.

ACTION – To be relisted on the agenda for the next CACG meeting in May.

5.2 – Interpretive History

Following discussions at the Strategy Day in February Susan Jennison and Catherin Hunichen will look into an interpretive history. This work is continuing.

ACTION – Susan Jennison and Catherine Hunichen to develop a project brief and speak to Melbourne Airport.

6 CACG Strategic Plan Implementation Strategy 2 – Community Engagement – Darrell Treloar, Chair

Based on the discussion at the Strategy Day in February a draft Communications and Engagement Plan has been developed. The plan covers:

- Objectives
- Audience
- Action Plan
- Measurement

It was acknowledged further work needs to be done on the plan and that it cannot be finalized until the changes to the CACG terms of reference have been agreed.

ACTION – Communications and Engagement plan to be updated after Terms of Reference are revised.

7 External presentation

Public Transport Victoria (PTV) has agreed to present at the next meeting. The Chair summarised the recent release of the rail link study.

- The Minister for Public Transport released findings of the Melbourne Airport Rail Link Study Report on Wednesday 13 March 2013.
- The study assessed alternatives to the 2001 'Albion East' alignment to determine the best route for a Melbourne Airport rail link.
- An altered Albion East alignment outperformed the assessed alternatives and is the recommended alignment for an Airport rail link.
- The new Albion East design follows the 2001 route from the airport boundary via new tracks through reserved land and a freight corridor, but will use the existing rail tracks from Sunbury within the Sunshine corridor and connect with the Melbourne Metro rail tunnel, extending the link to Melbourne's east.
- This alignment outperformed other options which connected the Airport with the CBD via a direct tunnel, a connection via Craigieburn and a connection via Flemington.
- Since the Albion East alignment was reserved more than 10 years ago, air passenger trips and patronage on trains have both grown by an unprecedented 70 per cent.
- This review confirms the best alignment for a Melbourne Airport rail link, taking into account Melbourne's growth and changes in planning for Melbourne's rail network.
- For more information about the findings and to view the overview report and the final technical report, visit <http://ptv.vic.gov.au>

ACTION – PTV to present at the next CACG meeting

8 Reports – Jo Powell, Melbourne Airport

Work Plan update is outlined in report. Key items include:

- Southern Precinct draft MDP currently with Federal Government being assessed. A final outcome is likely in the coming weeks.
- Airport Drive and Steele Creek North draft MDP was on public exhibition until 8 March. Submissions are currently being reviewed.

9 Other Business

Susan Jennison raised concern about the follow up of the strange flight path and Cathay Pacific missed approach that was to be followed up with CASA.

Simon Cousins explained (after the meeting) that CPA022 on 2 October was a B748 Cathay Pacific service which landed at 1312. That flight's approach was significantly to the west of most approaches to Runway 34 - including the normal approach of that flight. As a result, it went almost directly over the Keilor noise monitor at 13.02 at 1345ft, registering 84dB. It then did a go around, second time making a more conventional approach further to the east, landing at 13.12.

CASA has advised that they reviewed the occurrence and the operator provided a report on the event. CASA was satisfied with the operator's response. CASA's website includes information about missed approaches in general at

http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_91481

8 Close

The Chair advised that the next meeting will be held at 6:00 pm on Thursday 23 May 2013 at Keilor City Church, 80 Harrick Rd Keilor Park 3042.

The meeting closed at 8:00 pm.

Actions Summary			
Meeting	Item	Lead	Status
26/03/13	Bring short term noise monitoring results to a future meeting.	Simon Cousins	
26/03/13	Place public questions from Public Meeting in November 2012 and on to the Melbourne airport website.	Melbourne Airport	
26/03/13	Translate fact sheets into languages other than English.	Melbourne Airport	
26/03/13	Revise Terms of Reference	Melbourne Airport / CACG members	
26/03/13	Communications & Engagement plan to be updated after Terms of Reference are revised.	Melbourne Airport / CACG members	
26/03/13	Develop a project brief and speak to Melbourne Airport.	Susan Jennison and Catherine Hunichen	
26/03/13	PTV to present at the next CACG meeting	PTV	