

**MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP**  
**Minutes – Thursday 23 May 2013, 6:30-8:00pm**  
**Keilor City Church, 80 Harrick Road, Keilor Park**

<b>Present:</b>	Darrell Treloar	Independent Chair
	Susan Jennison	Community
	David O'Connor	Community
	Brian Boyd	Victorian Trades Hall Council
	Catherine Hunichen	Noise Abatement Committee
	Mateja Rautner	Community
	Adem Atmaca	Australian Mayoral Aviation Council
	Jim Gardner	Department of Planning & Community Development
	Domenic Isola	Australian Mayoral Aviation Council

**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
Sarah Renner	Melbourne Airport
Paula Bradshaw	Melbourne Airport
Marcelo Alves	Department of Infrastructure and Transport
Simon Cousins	Airservices Australia
Captain Alex Passerini	Qantas Airways

**Apologies:**

Robert Walters	Community
Rod Burgess	Department of Infrastructure & Transport

**Number of public in attendance: 77**

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

The Chair welcomed attendees. He thanked and acknowledged the community members in attendance.

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

**2. Confirmation of Minutes of Meeting held 26 March 2013 – Darrell Treloar, Chair**

It was **AGREED** that the minutes of the meeting held on 26 March 2013 be confirmed as an accurate representation of the meeting.

**3. Master Plan update – Bryan Thompson**

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

**Master Plan Update:**

- Master Plan sets out a 20 year strategic direction for the airport. The Preliminary Draft Master Plan is now on public exhibition until Wednesday 21 August, which is a few days over the 60 business day requirement for public exhibition.
- Also launched on Monday 20 May was the Noise Tool where residents can locate their home in the noise contours and see the indicative impacts of current and future aircraft noise.
- The draft Master Plan will be submitted to the Commonwealth Minister for Infrastructure and Transport for approval following the public consultation process.
- The draft Master Plan is an important planning document for future development and airport safeguarding as Melbourne Airport prepares for an estimated 60 million passengers per annum by 2033.

**The Master Plan contains the following key elements:**

- History of Melbourne Airport
- Melbourne Airport – Major Contributor to State and Local economies
- Third Runway
- Environment
- Long term land use planning

Melbourne Airport welcomes public comment on the Preliminary Draft Master Plan, by written submissions via email or mail. All comments will be collated, any necessary changes to the draft Master Plan made and the draft will then lodged for approval by Commonwealth Minister. The draft Master Plan needs to be approved by the end of this year, while noting a federal election will also take place in this timeframe

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

1. **David O'Connor** – *Questioned if submissions have to be on a certain template?*

Submissions need to be in writing via email or mail and can include attachments.

2. **Susan Jennison** – *Questioned when are the ANEF's and Nxx contours going to be explained to the community by Airservices.*

There are staff here tonight that can assist. The Nxx contours can be displayed on the online noise tool and there are explanations of the differences on the website. Different techniques are used to model noise. The Australian Standard AS2021 is proposed to be reviewed and is a reason why ANEF and Nxx contours are both provided in this Preliminary Draft Master Plan. The outcome of the AS2021 review may impact future master plans.

3. **Catherine Hunichen** – *Questioned if the Airport will provide local councils with A1 size maps of the ANEF that show the proper boundaries in detail for easy view. Residents are asking if their property is included in the maps.*

Yes Melbourne Airport will supply Brimbank with A1 size maps for easier viewing. Also, residents and councils can use the online Noise Tool and zoom in and see the noise contour boundaries and their property. Also to note, the final Master Plan maps will be in A3. Hard copies will be provided to the Councils.

4. **Susan Jennison** – *Questioned the right turn over Keilor (by aircraft departing from 09R) as at the last meeting it was discussed the new east-west runway will have a right turn over Keilor.*

The ANEF model is based on various assumptions and has been approved by Airservices. For departures to the east, when required, aircraft will make a right-hand turn and join the existing north-south flight path. It is a change on what was previously envisaged and it is included in the document to ensure a transparent process.

Bryan Thompson encouraged all members of the public to take the opportunity to comment during the 60 day public exhibition period, during which time formal responses will be captured.

The Chair thanked the committee for their questions. The Chair advised there are a range of documents in the foyer – 'A Guide to Melbourne Airport Master Plan 2013' includes the mail and the email address for submissions. Information is also contained on the form 'How do I make a formal submission?'

The Chair also advised that if members of the public wanted to send a copy of their submission to the CACG, it should be clearly marked as copied to the CACG, indicating that the submitter is happy for the CACG to receive a copy of their submission.

#### **1. Public questions / submissions**

A number of written questions were received from people in the gallery. Many were answered during the meeting while others will require a more considered response. In some cases, the minuted answer has been enhanced with further information following the meeting to improved understanding of the response. The number of questions received was greater than could be answered in the time available and those questions not answered at the meeting are recorded, along with a written response, at the end of these minutes.

1. *Erich Drack – where will the turning circle be for/after take off and turning on landing – who will be affected if the east-west runway will be built? For example, last night at 1am – 2 aircraft going over Keilor village, the turning circle is going right over Keilor village. Also, ambient noise, more traffic, trucks and cars and freeway, is that also included in the model?*

The turn takes place after the immediate threshold for the proposed east-west runway. While the turn does impact the noise experienced, the departure profile will be the same over Keilor as occurs now. There will be increased traffic in the future when the third runway is operational. The ANEF shows the ultimate noise scenario based on a four runway system. It is anticipated that the use of the new east-west runway at night will be limited as the existing runways will be used. The ANEF does not model the ambient noise as modelling for non-airport noise falls outside of Melbourne Airport's area of responsibility.

2. *Sid Margaritis – occasional aircraft flying over Keilor village on take off, north-south runway, Why? We made it very clear at the last meeting, don't want aircraft over our homes and we are not happy. Even before the proposal of the east-west, didn't have traffic over their*

*homes, are you trying to get us slowly accustomed to this noise. We will fight with our money.*

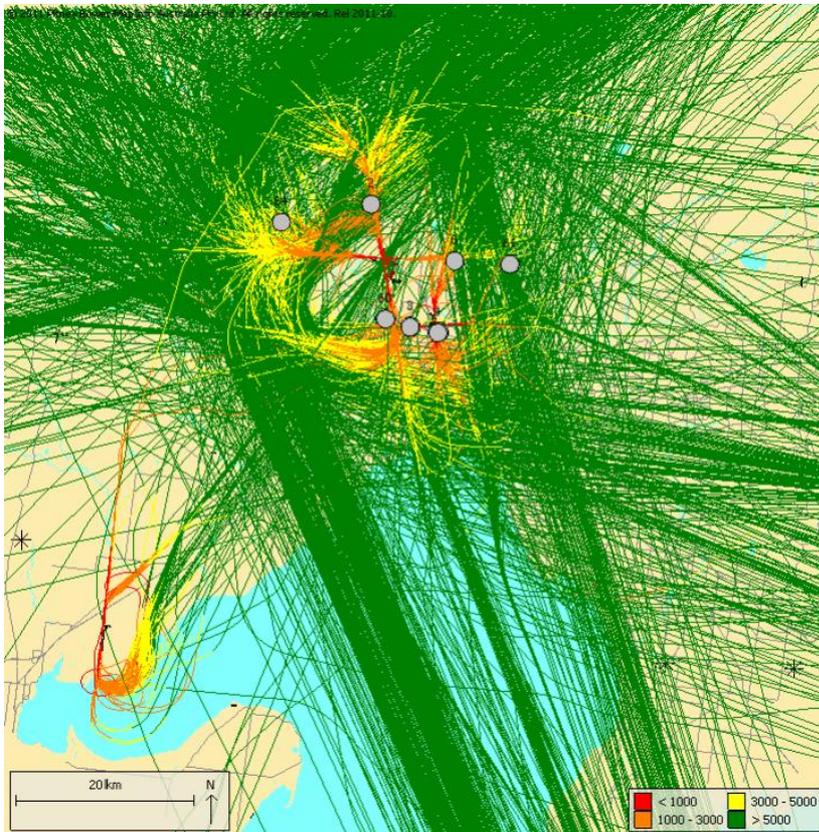
Airservices decide which runways are used, based on operational conditions on the day, including weather conditions. It is also noted that aircraft take off into wind. The runways and ANEF have been included in the previous Master Plans and have always included 4 runways. Safeguarding has tried to minimise housing in areas around the airport and to minimise noise impacts on residents.

3. *John McKerrow - Are both new runways capable of dual take-offs and landing? Has this plan changed from the plan approved in 1990 after the Los Angeles engineer showed the proposed Master Plan was unable to hand dual take offs and landings. He also recommended the landings on the proposed east-west runways become hundreds of metres down the runway.*

The east-west runways are planned for dual take-off and landings and are spaced at a safe distance at approximately 2,000 metres. *Why in the USA is 3kms?* We design our runways in accordance with International and Civil Aviation Safety Authority Standards. Note that the threshold of the new runway is still displaced for aircraft landing to the west which means they land further down the runway.

*Further question - The 1990 plan didn't have the separation distances for the take off and landings and that is why the second north-south runway was shifted. It is strange why we vary from the USA. The ANEF discussion so far says they can't be trusted. The ANEF is based on a take off path, in the USA they follow precise take-offs. People are saying that they are flying over Keilor, so it shows the ANEF can't be trusted. Bulla Shire complained to the airport and asked the ATC if they can undertake fuel saving techniques, so that's why contour plans are distrusted. When planes take off today, do planes follow a precise path? If not, the ANEF's are fictitious.*

Flight paths are very wide and can cover large distances. Aircraft are not always over specific houses at the same time every day. Weather and air traffic control can dictate why planes turn earlier or later. Refer to the Quarter 4 2012, image below (provided from Airservices) of Jet departures for the Melbourne basin (including Melbourne Airport and Essendon Airport).



**Figure 1 Jet departures for the Melbourne basin, November 2012 (one month)**

Key points shown by Figure 3 are:

Jet departures reach a higher altitude closer to the airport than arrivals and also deviate from runway alignment slightly closer to the airport, around 10km from runway end. However, jets taking off need to maintain high levels of power (thrust) to maintain their climb, which is why noise from departing jets is often louder than noise from arriving jets, even though they overfly nearby suburbs at a greater height.

Jet departures at Melbourne Airport are mainly to the north and west.

In Figure 1 the jet departures heading to the south from Melbourne Airport originated from the cross runway in the 27 direction.

Jet departures at Avalon Airport are mainly to the south and to the north-east. These are the least populated areas around the airport.

4. *Helen Percell – Rail link to Melbourne Airport. Jeff Kennett signed a deal with Citylink that there would be no rail link for 30 years.*

There is nothing in the Citylink concession that prevents the development of a rail link. Transurban has stated that there is nothing that impacts the rail being implemented. Melbourne Airport supports a rail link. The Melbourne Airport Rail Link Study was published recently showing the preferred alignment for an airport rail link. It is understood that PTV needs to provide more capacity on the metropolitan rail network first, including the Metro tunnel. Rail itself is running out of capacity. When the Metro tunnel provides capacity according to PTV then the airport rail link can be built. The Herald Sun recently reported about 6 million passengers a year which is about 15% of

passengers could use the rail link. It is on Melbourne Airport's agenda and an easement is provided along the Airport Drive extension. We have been working closely with the Government to get a solution and would welcome support from the community for the rail link which would provide more transport options to the airport.

*Further question: Is Melbourne Airport to pay for it?*

No, we are an airport operator. The rail link from Sunshine will provide connections in the west and to the airport and is part of the state transport infrastructure. It should be a priority for the state because of the wider benefits that come from better connectivity to the airport. We recognise the budget constraints for a rail link. However, the government should lead the way. It may include funding mechanisms that include private sector involvement.

*Further question: Will the rail link make people lose any houses?*

The Melbourne Airport rail link study considered 70 to 80 different options and recommended the Albion East alignment. The rail link can be developed on existing easements and don't believe there would be any land acquisition required.

The Chair advised the CACG was to have a presentation regarding the rail link by PTV, but unfortunately the presenter was unable to attend. It will be rescheduled for the next meeting. Melbourne Airport has a position but it is important to hear from Public Transport Victoria.

*Further question - Wouldn't it be wise to do the rail link before the runway? No answer – deferred.*

5. *Shirley Kociuba – How low will aircraft fly over Melrose Drive, Sharps Road and Broadmeadows Rd. What will be done to alleviate noise?*

The noise tool is excellent in showing the current and future noise expected by entering your residential address. It is anticipated that it will be low, but we can take you through it after the meeting.

6. *Betty Kosanovic- How will the proposed east-west runway affect suburbs around it and future suburbs, Broadmeadows, Tullamarine and Gladstone Park? – including Stockland and future developments?*

The Melbourne Airport Environs Overlay (MAEO) is an overlay based on the ANEF that reduces development near the airport. We are allowing the community to understand the noise and the noise tool is of assistance for current and future noise. The noise forecasts are in the draft Master Plan too. We can discuss one on one so you can understand the noise near your property. The materials tonight will also be on display available at the Hume Global Learning Centre.

7. *R Tipping – There was an agreement 45 years ago that stated aircraft would not fly over Keilor Village but would fly over the transformer station and now aircraft fly directly over the village.*

Melbourne Airport is not aware of an agreement. If you could put your submission in and provide further details of the agreement we can go back and investigate.

**4. Captain Alex Passerini, Qantas – Global Positioning Satellite (GPS) map based navigation, approach and landing – safety.**

Captain Passerini gave a presentation of Required Navigation Performance (RNP). He is a Technical Pilot and in charge of flight technologies in Qantas. His presentation provided an overview of operations at other airports based on the use of RNP and the resulting improvements in relation to fuel saving mechanisms, noise mitigation and more accurate flight paths. The PowerPoint presentation shown by Captain Passerini can be viewed at <http://melbourneairport.com.au/About-Melbourne-Airport/melbourne-airport-partners/about-cacg/meeting-minutes.html>.

*Question from community member: things have changed lately in Keilor for whatever reason and weather has been good. Changes affecting Keilor, very low and often in night.*

Planes want to fly at the correct height and efficiently and minimise engine thrust. Pilots follow instructions from Air Traffic Control.

Simon Cousins, Airservices – the discussions about flight paths and tracks is important, as we have heard flight paths are very wide but are getting more precise and will do into the future. Airservices publish reports every 3 months and do show where the planes actually fly. We do know they go over Keilor and we track movements.

The Chair thanked Alex for his presentation and attendance this evening.

1. **Susan Jennison** – *Questioned with Runway 16 and take off heights, with this equipment can you guarantee certain heights with take-off?*

Captain Passerini answered – climb rate depends on weight of the plane, thrust etc. Departure procedures have minimum altitude but don't specify exact altitude unless advised by ATC. The pilots aim to get as high as possible as quickly as possible.

2. **Susan Jennison** – *With Qantas now going to Dubai, more fuel and more heavier... does that mean lower takeoffs?*

Takeoff heights are regulated by CASA. Aircraft thrust settings are then used to achieve the minimum safe climb rate.

Comment from Adem Atmaca – a lot of noise issues, wondering if you know about the Noise Ombudsman if you are not happy with answers from Airservices in terms of resolutions for complaints made, you can use the National Noise Ombudsman.

**5. Melbourne Airport Rail Link Study**

No presentation – Robert Abboud was unable to attend. Will try and re-schedule for next meeting.

## 6. Report

### 6.1 Work plan – status of actions.

Jo Powell spoke to the status of actions on the work plan and noted there has been information on the Preliminary Draft Master Plan and rail link earlier in the meeting. The Commonwealth Minister approved the Southern Precinct Program MDP. Construction will be starting shortly.

Work is continuing on the Airport Drive and Steele Creek MDP and Melbourne Airport has reviewed the submissions and will submit to the Commonwealth Minister shortly for his consideration.

The Chair mentioned the CACG Terms of Reference and noted further consideration of possible amendments will be held over to the August meeting. CACG members may make submissions about the terms of reference ahead of the next meeting and it was noted Susan Jenison is planning to do some work in this regard.

Simon Cousins discussed Airservices' work advising that the noise reports are on the Airservices website, including details of aircraft movements and noise. Airservices are working with the airport to improve future reports. Airservices is also liaising at the Noise Abatement Committee in terms of future reporting, with a view to ensuring the information is easy for representatives to understand.

## 7. Other business

### 7.1 David O'Connor raised a number of community questions:

1. At least 3 houses have issues with arrivals overhead, how does Melbourne Airport plan to appease noise complaints.

**ACTION:** Question on notice and answer at the next meeting.

2. Will Melbourne Airport and/ or the CACG and take part in the local traffic management plan in Diggers Rest? The CACG and Melbourne Airport have an interest in the zoning and development of this land, particularly if it is to be developed for noise-sensitive residential purposes.

**ACTION:** Melbourne Airport will follow up this matter with the Growth Areas Authority and Melton Shire Council.

3. Will the third runway cater for increased passengers and will it mainly be used for arrivals? Will the existing runway get more departures?

The new runway will be used for arrivals and departures. There will be the use of existing runway north-south and operations will occur depending on prevailing weather conditions.

4. Melbourne Airport has had 40 years for a sustainable future, how does Melbourne Airport plan for it in the Master Plan?

The Environment section in the Preliminary Draft Master Plan includes plans and targets to ensure sustainable development, please refer to the document.

*David O'Connor also said it is better to engage the community in the future with visuals to help in understanding the information.*

Airservices do publish information on the complaints received. Simon Cousins can also present Noise Abatement Committee (NAC) presentation to the CACG. Catherine is a member of both the NAC and the CACG and provides a link between the work of the two groups. Catherine advised the NAC presentation was largely on the Master Plan and Airservices, and how they are looking to improve the readability of the reports. The council representatives are lobbying for improvements to ensure the information is useful for the community. The NAC is changing focus to make it more issue based, around the operation of Airservices and future developments that will impact on the airport and vice versa. Catherine will continue to report on the NAC to the CACG.

**Susan Jennison** - *questioned the update on the Noise Monitoring Unit locations.*

Airservices advised locations are being assessed and no decision will be made until after discussion with the CACG.

7.2 Catherine Hunichen reported on the plan for Melbourne Airport to develop a history of the airport. Susan Jennison and Catherine have prepared a brief for the appointment of a consultant to document the history of the airport site, including visual displays for educational purposes to inform the community and convey the history.

**ACTION:** Catherine will email a copy of the brief to Jo Powell and she will circulate to CACG members.

**ACTION:** List history project brief as an agenda item for the next meeting.

The Chair noted that not all community questions were responded to. He stated written responses will be prepared and appended to the minutes.

Meeting closed at 8.04 pm.

<b>Actions Summary</b>			
<b>Meeting</b>	<b>Item</b>	<b>Lead</b>	<b>Status</b>
20/5/2013	Discuss Terms of Reference	Melbourne Airport / CACG members	
20/5/2013	Circulate project brief on the history of Melbourne Airport and list for next meeting	Jo Powell	
20/5/2013	Re-invite PTV to next meeting.	Jo Powell	

## **Community questions that weren't addressed at the meeting:**

**Aaron** – *Questioned will a new east-west runway mean less air traffic on the north-south runway? How much?*

Yes, at least in the short-medium term there will be less traffic on the existing north-south runway. Most traffic will use the parallel east-west runways.

**George Hutchinson** – *questioned when will Melbourne Airport and the government of the day wake up to the fact that Melbourne Airport is well past its use-by date and look at Avalon?*

Avalon Airport is a separate private company and has the ability to compete for aviation business. Naturally, we welcome competition. That being said, it is important to note that the use of one airport over another cannot be mandated but it is a commercially-based decision made by individual airlines as to which facility best suits their needs and commercial requirements. It is important to note that Melbourne Airport has been planning for continued growth for a long time. This is why our Master Plans since 1990 have shown a four runway system.

**Geoff Moran** – *questioned the Noise Abatement Committee Melbourne Airport with the east-west flight path flying over both Moreland City Council and Moonee Valley City Council areas, why are there no representatives from both of these Councils on this committee?*

Local councils are represented on the CACG by the two Australian Mayoral Aviation Council delegates. In addition, representatives from both Moreland City Council and Moonee Valley City Council are invited to attend the NAC meetings; and the CACG recently wrote to all local councils inviting them to nominate a council officer for possible appointment to the CACG.

**Cheryl Kietner** – *we live on the corner of Green Gully and Old Calder Highway. We will be right under the noise. Can you tell us who is going to compensate the drop in property value due to the horrendous noise we are going to have to endure?*

Since 1990, plans for Melbourne Airport have indicated a future four runway layout and this has been incorporated in the published ultimate capacity noise contours. It is recognised that these contours can expand and contract over time due to changes in aircraft movement forecasts, flight paths, aircraft types and runway usage. Melbourne Airport is not obligated to provide compensation to residents affected by the third runway. Furthermore, in Victoria planning scheme changes are not retrospective and therefore compensation is not provided.

### **Marc Fiala**

- *Apart from this forum, how else is the community being engaged?*
- *What else is Melbourne Airport doing to protect any future residential development under the current plus proposed runways?*
- *Were Frank McGuire and Natalie Hutchinson invited to this meeting?*

Melbourne Airport has stands available in a number of public libraries and shopping centres in municipalities around the airport. We are represented at local community events, we have our consultation activities on the website and the noise tool in which the community can view information.

The nature of the operations at an airport means that there are associated noise impacts, and we acknowledge noise is one of the community's biggest concerns. Melbourne Airport will continue to

work with Airservices, governments and airline carriers to manage noise in the following ways: aircraft technology improvements, land use planning and noise abatement procedures. Melbourne Airport will continue to run the Noise Abatement Committee and Community Aviation Consultation Group to ensure that noise issues are being appropriately monitored and managed.

The Melbourne Airport Environs Overlay (MAEO) in the Victoria Planning Provisions in Hume, Whittlesea, Brimbank, Melton and Moonee Valley controls land use and dwelling density. The MAEO is based on the ANEF noise contours. If the 2013 Master Plan ANEF is approved, the State Government will then begin a Planning Scheme Amendment process to change the MAEO to reflect the new ANEF. The objectives of the MAEO are to:

- To ensure that land use and development are compatible with the operation of Melbourne Airport in accordance with the relevant airport strategy or master plan and with safe air navigation for aircraft approaching and departing the airfield.
- To assist in shielding people from the impact of aircraft noise by requiring appropriate noise attenuation measures in dwellings and other noise sensitive buildings.
- To provide for appropriate levels of noise attenuation depending on the level of forecasted noise exposure.

Members of Parliament are invited to attend all CACG meetings.

**Kelvin Bennett** – *why was the airport air quality station closed down in 2001?*

The ambient air monitoring station was decommissioned in 2001 after four years of operation and showed no significant results. In conjunction with the Melbourne Airport Environment Officer – Department of Infrastructure and Transport, it was decided the monitoring station was not required as no reading exceeded the Commonwealth standards.

As part of our commitments in the Environment Strategy, we are in the process of implementing a new ambient air quality monitoring Station. We anticipate the new station will be operational later this year.

**Neil Barnes**

- *Why no consulting with local communities?*
- *Why not place 3rd runway to the north of present runways instead of over suburbs?*

Melbourne Airport has and continues to consult with the local communities surrounding the airport. We have been consulting with many communities and groups on the Master Plan and third runway for some months now and have entered into the formal public exhibition phase now until the 21 August 2013.

Since 1990, Melbourne Airport's Master Plans have always shown plans for a third and fourth runway to be constructed in either a parallel east-west or north south configuration to accompany the existing runways.

The proposed third runway is consistent with the long-standing plans for the development of the airport and therefore has been protected. There is no capacity to develop a runway north of the existing east-west runway due to airport boundaries.