



MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

Minutes, Open Meeting—Tuesday 16 May 2017, 7 – 8.30pm

Salvation Army Hall (Brimbank City Corps), 2A Roseleigh Boulevard, Sydenham 3037

Present - CACG members

Darrell Treloar	Independent Chair
David O'Connor	Community
Susan Jennison OAM	Community
Frank Rivoli	Community
Fred Ackerman	Community
Peter Hurst	Community
David Cleland	Community
Capt Darren Gray	Pilot, Virgin Australia
Michael Sharp	Australian Mayoral Aviation Council
Cr Jack Medcraft	Australian Mayoral Aviation Council
David Kirkland	Victorian Department of Environment, Land, Water and Planning (proxy for Jane Homewood)
Liz Beattie	Victorian Trades Hall Council (proxy for Luke Hilakari)
Henry Bezuidenhout	Consultant for Moonee Valley Council

Organisational / agency representatives

Michael Jarvis	Melbourne Airport
Anna Gillett	Melbourne Airport
Kerr Forbes	Melbourne Airport
Alby Goodsell	Airservices Australia
Neil Hall	Airservices Australia
Cameron Rimington	Commonwealth Department of Infrastructure and Regional Development

Kathryn Kominek	Commonwealth Department of Infrastructure and Regional Development
Narelle Bell	Aircraft Noise Ombudsman (ANO)
Tim Abberton	Aircraft Noise Ombudsman (ANO)

Supporting subject matter experts / support staff

Kristi High	Melbourne Airport
Amanda Bennett	Melbourne Airport
Melanie Hearne	Melbourne Airport
Trent Kneebush	Melbourne Airport
Renee Atkinson	Melbourne Airport
Vicki Nesci	Melbourne Airport
Niamh Moynihan	Capire Consulting Group

Number of public in attendance: 10

1. Welcome and introduction

The chair welcomed everyone to the meeting, particularly Fred Akerman, David Cleland and Peter Hurst, three new community members who have joined the CACG.

David Kirkland is present for Jane Homewood who has nominated David as her proxy as the DELWP representative for future meetings.

The Chair welcomed the general public and acknowledged the Melbourne Airport and Airservices representatives as well as Niamh Moynihan from Capire Consulting who is assisting Melbourne Airport.

The chair also acknowledged:

- Narelle Bell and Tim Abberton from the Aircraft Noise Ombudsman
- Alby Goodsell, Neil Hall and Jenny Welsh from Airservices
- Cameron Rimington and Kathryn Kominek from Commonwealth Department of Infrastructure and Regional Development (DIRD)
- Kim Meyers, attending as an observer from Perth Airport.

The chair advised that meetings of the CACG are recorded for the purpose of assisting with the preparation of draft minutes. The recordings are deleted once the minutes have been endorsed by this group at the next quarterly meeting.

The chair outlined the role of the CACG and purpose of the public CACG meetings.

2. Apologies

There were no apologies.

3. Confirmation of previous minutes

The Chair referred to the minutes from the CACG public meeting at Diggers Rest on 21 February, 2017.

The minutes of the meeting were **APPROVED**.

4. Reports

4.1 CACG pre-meeting summary report - Darrell Treloar

The Chair provided a summary report from the pre-meeting of CACG members held from 4-6pm. The group considered routine reports from the Noise Abatement Committee (NAC), Melbourne Airport and Airservices. All reports to be available on CACG website.

Key discussion points included:

- NAC report – noise complaint data and how it is recorded and published. The NAC will have a special meeting for members interested in the topic later in the year to see if improvements can be made in this area.
- Melbourne Airport – Michael Jarvis gave a presentation
- Chairman’s report - Commonwealth review of the Airports Act – the CACG submission has been accepted but the Senate Inquiry has been delayed following the Essendon Airport incident in February to take into account any considerations.
- Narelle Bell the Aircraft Noise Ombudsman addressed the meeting discussing the role of the ANO and its key focus areas.
- Neil Hall gave a presentation on Airservices information portal about as it relates to Melbourne Airport – contains information on noise, complaints, flight movements, flight paths etc.
- Runway development program update – Kerr Forbes
- Items of other business – included discussions regarding meeting venues and a number of questions from Frank Rivoli.

4.2 Melbourne Airport report – Michael Jarvis

The Melbourne Airport report was presented with key highlights including –

- Ongoing record international passengers growth
- Planning update – State government rezoning of residential land and a VCAT appeal regarding a development in Diggers Rest.
- Master Plan update – progressing well, revised timeline to align with the runway development program (RDP)
- New hotel being proposed to the south of T4
- Review of Environment strategy underway as part of Master Plan
- New flights services

- Melbourne Airport Rail Link funding from the Commonwealth and Victorian Governments in recent budgets
- Release of Plan Melbourne 2017 by Victorian Government

5. Presentation: Runway Development Program update – Kerr Forbes

Director for the Runway Development Program (RDP), Kerr Forbes, presented an update on the proposed RDP. Highlights included:

The project remains in Stage 1 of the four stage process – design and technical studies.

There is a revised project timeline due to increasing international passenger growth which sees the technical studies being completed by end of this year. This means the revised public exhibition period is now scheduled for later in 2017 into early 2018. Submission of the major development plan (MDP) to the Commonwealth Government is scheduled for 2018 and if approved, construction is scheduled to commence in 2018/19 with a view to opening the new runway in 2021.

Key study findings for the European heritage and landscape and visual studies were also discussed.

The Chair highlighted that the study findings are printed on fact sheets available in the foyer and are a good resource for putting together submissions during the public exhibition period.

6. Submissions/questions from the public

Apollo Yianni

1. *Who takes responsibility if aircraft endanger the east Keilor sub-station and the city of Melbourne goes into darkness?*

Michael Jarvis, Melbourne Airport

Jemena is the owner operator of the Keilor sub-station and therefore responsible for any kind of incident or crisis at the site. They will have a crisis management plan which they plan in collaboration with emergency services. They would rehearse for similar incidents that may occur just as we have emergency plans. The airlines have a responsibility around aircraft safety. Oversight of safety within Australia is the responsibility of CASA, the Civil Aviation Safety Authority. Then any incident is reviewed by Transport Safety Bureau. They are the levels of responsibility should an incident ever occur.

The Chair noted that the question had been asked at least twice previously so suggested that Mr Yianni speak to Michael Jarvis separately for any further queries. Michael agreed to discuss one-on-one.

2. *Who takes responsibility if I or others get sick by fumes and other compounds from aircraft engines?*

Michael Jarvis, Melbourne Airport

Michael referred to previous answers given on this question and noted that Melbourne Airport has responsibility for air quality on its site. There are air monitoring sites within the grounds and

then in addition, as part of RDP, there are air quality monitors off site. Airlines also then have responsibility for aircraft emissions and they have to fit within international guidelines that are set out by ICAO. The Commonwealth Government then requires all aircraft to comply with those guidelines. Finally, as noted previously, the detail of flight paths is subject to the detail in the RDP major development plan.

Neil Hall, Airservices Australia

The Victorian EPA has a list of air quality monitoring stations on their website and is the responsible authority to report to if you have a fume or air quality problem. They then go after who is responsible.

- 3. There's not much point having an airport if you can't get people in and out efficiently, so what is the airport authority doing to force the government to get the rail link? You can have the best airport in the world but if people can't get there, what's the point of having it?*

Michael Jarvis, Melbourne Airport

Melbourne Airport agrees with your point, access to the airport is extremely important. As per the ground transport plan in the last Master Plan, on airport we've completed Airport Drive and the T4 ground transport hub. It was also our proposal to work with the State Government to make sure that there was investment being put into the airport. This has resulted in the CityLink Tullamarine Widening project. We're also excited and encouraged about the funding allocated in the latest Commonwealth and State budgets. With the level of traffic that will need to be handled by the airport in the future – a rail link is very much part of that equation.

John Jennison

- 4. Night (2300-0600) departures Runway 34*

Problem

- Initially raised as ground running*
- Later established as heavy aircraft departures from end of Runway 34 (excessive noise slowly diminishing and windows rattling)*
- More and more A380s and B777s, long haul, fully loaded, engines at close to 100% full thrust*
- Noise abatement procedures calls for night take-offs from very end of runways*
- Also means Keilor Village is likely at an unsafe distance from being behind a large aircraft. (understand it's no closer than five miles behind a heavy aircraft)*

Issues are:

- *With ground running, residents can contact Melbourne Airport and report, though we don't have a specific telephone number. Its appreciated that ground running can only be done on specific aprons*
- *With aircraft on the, either taking off or landing and making excessive noise this is not covered by the Aviation Act. (not flying) So basically, Airservices aren't interested, complaints are not recorded and matters not brought to the Noise Abatement Committee.*
- *This night noise level is not being measured accurately at Keilor Village. EMU at Scout Hall? Now EMU is 3kms further south and away on the other side of Ring Road and train tracks. No confidence in figures.*
- *Keilor residents are being woken at night, noise level believed to be >N65.*

What's required by residents of Keilor in short term

- *Excessive noise levels for departures on R34 at night being recognised as an issue of importance by all concerned, regardless of what the Act says, other excuses etc.*
- *Proposed action plan initiated by end of June 2017, and residents advised*
- *Measure night noise levels in Keilor and correlate with wind conditions, aircraft types*
- *Review results and experience at November CACG.*

Can this be done?

Neil Hall, Airservices

We do generally think about aircraft noise once the aircraft is in the air so I'll talk to our acoustic engineers and come back to you. It's not an issue I'm familiar with but I understand it's an issue and will follow up and come back through the Chair and give an idea of what Airservices can and can't do.

Frank Rivoli

It should also be noted that noise is resonating on the east side and all sides. And it should be measured all around.

Steve Ducie

5. *What compensation will the Melbourne Airport authority be providing to residents that will be affected by the proposed east-west runway?*

Mr Ducie noted that he'd asked the question previously but had not received a satisfactory answer.

Kerr Forbes, Melbourne Airport

Where we're at the moment and this response may frustrate you – we are still working through the studies to understand what the impacts will be and only then will we be able to assess what

they are and who and what will be done in terms of potential mitigations. In terms of noise and vibration, we're looking to release key findings on those later this year.

Steve Ducie - I would have hoped that you'd release it earlier as it's creating a lot of stress in the area. People are confused whether they need to leave the area, stay or modify their homes as their homes may not be satisfactory with the aircrafts flying over their homes.

Kerr Forbes - I appreciate it's a concern for you and we're working as hard and as quickly as we can to get that information out to you.

6. *What information is the Melbourne Airport authority providing to stakeholders and residents about the proposed north-south runway in the next 15-20 years? The Melways is not really relevant any more, are you going to put it in Google maps?*

Michael Jarvis, Melbourne Airport

The information we will be providing on the fourth runway will be in the Master Plan. I can say, as per the 2013 Master Plan, that we don't expect a fourth runway to be required before around 2040 based on what we are seeing now.

Steve Ducie- You're saying 2040, are you putting it on the section 32s that there will be a proposed runway? It wasn't on mine five years ago.

Michael Jarvis – we'll be putting it the Master Plan which means it will be in the ANEF contours which means it will then be updated in the Melbourne Airport Environs Overlay. This will then be communicated within the affected areas into the future.

Steve Ducie - I believe Melbourne Airport should do more to notify people of the effect it's going to have. It may be 2040 but if it's going to happen it will impact someone.

Michael Jarvis – I agree and it is as part of the Master Plan communications plan. It's also a conversation we have with local councils and the state government to produce forecasts and communicate them in the most effective way.

Darrell Treloar – if someone is seeking a section 32 on a property for sale and it is within the current ANEF, it would be required to be provided to prospective purchasers. That information is already available. This was confirmed by DELWP. It covers those within the footprint of the overlay however it obviously doesn't cover those outside it. The Chair agreed with Mr Ducie's suggestion to look at other avenues to get information out to people well ahead.

Michael Jarvis noted that it's important to remember that noise doesn't stop at a line and that it's an important obligation on all of us – the airport, Airservices and Government – that the communication of these things is communicated to as many people as possible.

Darrell Treloar - the planning schemes online is another source of information regarding the overlay.

7. *What is the financial business model of the proposed east west runway? I'd like to know the cost of the east west runway. What is the ongoing income, what is the loss or risk to*

Melbourne Airport and is the government providing funding for the east west runway and which department is providing funding?

Michael Jarvis, Melbourne Airport

Melbourne Airport is a private company owned by a set of shareholders that are Australian superannuation funds. So anyone who has a superannuation fund probably has a share of the Melbourne Airport business. As a company, we have a responsibility to manage, operate and grow the airport for the benefit of our shareholders but also the local community, the local economies, our customers and our stakeholders. The business case is really around us developing the airport as an international gateway for the benefit of Melbourne and the people who live here. The revenue for it is gained through the price the airlines pay to Melbourne Airport to use it – landing fees etc. Melbourne is a growing city and the airport is an important part of that. We are a conduit for people in and out of Melbourne and a lot of airlines want to serve that market and we need to facilitate that growth. There is no government funding.

Kerr Forbes, Melbourne Airport

We are going to present key part of the social and economic studies later this year so when those figures are finalised, we'll present them. Regarding the cost, until we know we've got approval and have engaged contractors, we won't finalise any figures. We do have forecasts and they are still confidential at this stage.

Frank Rivoli – the overlays are based on the 2003 Master Plan.

David Kirkland, DELWP – they were brought in in 2007 and the Government has committed to updating these once the Master Plan and RDP processes are complete.

Richard Carthew

8. *What impact will the extended runways have on Sydenham Park and in particular the fauna, flora and Robertson's Homestead?*

Kerr Forbes, Melbourne Airport

We will release the key findings from the ecological impact studies in the coming months.

Richard Carthew – there are significant gum trees and fauna and flora close to the airport site and I'm concerned that the study only looks on airport grounds and not outside at these significant areas whereas it needs to be looked at as one ecosystem. It is unique and we need to look at it in total.

Kerr Forbes – thank you, we will note that.

Ian Johnson

9. *When will public submission open for the proposed third runway? I hope it will not be open over the Christmas period in an effort to subdue opposition to it as I suspect it is a likely proposal.*

Kerr Forbes, Melbourne Airport

Our current plan, based on the new timeline presented, does show the public exhibition period over the Christmas period. If we do that, we are required to provide 60 business days, excluding public holidays and the time between Christmas and New Year, and we will commit to providing more than 60 days to account for the holidays. We will ensure the public exhibition period will go beyond the February CACG meeting to ensure the CACG and members of the community have the opportunity to raise further questions.

Anna Gillett, Melbourne Airport

We will also look to assist people writing their submissions.

Ian Johnson – I think it's disgraceful that Melbourne Airport is considering running it over the Christmas period and suggest the public exhibition period be deferred until 1st February at the very least.

Kerr Forbes – we will note your concern and your recommendation.

Darren Buttigieg

10. *I am not at all satisfied with the response I received from Airservices in regards to my queries raised at the CACG in November 2016. The reply I received does not cover all the facts plus I do not appreciate you ending the letter stating that you will not respond to a reply from me unless "I raised a significant new issue". As mentioned at previous meeting, in Keilor Park we are continuously experiencing planes flying directly over our homes with departures, however, it is even more evident with arrivals which was not addressed at all in the response. Furthermore, I am sceptical as to why those 2 particular dates on November 15th and 16th were chosen for the ANOMS images for departures. How about you do the same for 30 consecutive dates that I choose at random for departures?*
11. *Can you please provide a diagram showing the flight path for arrivals?*
12. *What determines if Runway 16 is used for arrivals instead of departures?*
13. *You commented 'The real issue is that residents of Fosters Road, Keilor Park, are being disturbed by aircraft noise regardless of where the aircraft are in relation to the address.' This statement is so far from the truth. When a plane flies over our home we cannot hear the TV, or entertain in our Alfresco or hear someone speaking next to me let alone hearing someone on the phone. However the aircraft is 500 metres or more to the west, like they should be, the issues is not as severe.*
14. *I will also disagree with your comment which suggests (I quote) "moving the flight path would require airspace redesign and would impact other residential areas." Firstly, what is wrong with airspace redesign? If it's about cost then it's quite sad that this is more important than the health and happiness of the effected residents? Secondly, by shifting the position of HORSH another 500 metres or 1km to the west it does not affect other residents because it is a non-residential area.*
15. *Can you provide me with a noise monitor at my property for 1 month?*
16. *When and if you reply to my concerns can you please leave an address and person I can reply to and not a closed statement which allows no response?*

17. *Airservices have made it loud and clear why these meetings take place. It is just a formality that you guys are obligated to carry out on a regular basis. In the whole time I have been attending these meetings I am yet to see one issue resolved. What's it going to take for you guys to take any of us serious? Do we need to take up our concerns with current affairs and the media.*

Neil Hall, Airservices – I'm going to start at the bottom – in terms of why we turn up – Airservices turns up at this meeting because we want to minimise noise impacts on the community.

The history of this issue is that a few meetings ago I offered to do some investigations for you and that was to do with departures, and at the time that was agreed. Once we gave you those findings, you weren't happy, so we asked you at another meeting what you weren't happy with so again we followed up and provided that additional information that you had asked for.

In terms of the letter and how it ends, our noise complaint and information service respond to complaints about an issue often a number of times until we have no further information to provide. At that point we cannot provide anything further and advise complainants that there is nothing further we can provide about that issue. If you contact us about a new issue we treat that as a new complaint. In this case we have responded a number of times about the same issue and consider we have nothing further to provide.

Mr Buttigieg – I have only had one response.

Neil Hall – The noise complaints and information service has responded to you and I have responded to you at these meetings about the issue you have raised.

We select the dates based on winds to make sure we had captured when there were departures to the south. Picking 30 consecutive days is not going to make any difference to the findings we made as it is the same runway in use and same aircraft using it.

In terms of arrivals on that runway, nothing can be done about the arrivals, we can't move them. The aircraft has to be lined up a lot further out than where you are for the pilot to be stable on the approach in order to safely land so there's nothing we can do. I apologise but there is nothing we can do so getting that data wouldn't change anything.

Determining which runway to use is dependent on the wind direction. What you are referring to now is arrivals from the south onto Runway 34 and that is a common runway mode due to wind and how we use the two existing runways to manage traffic demand.

When you suggest that we change the position of the waypoint to non-residential areas – the issue is that by moving it, it will actually move not just the waypoint to a non-residential area but also the flight path over other residents.

Regarding the EMU (the noise monitor) at your house - the program is quite expensive and we do it through a third party contract where we look for the best value from the program at each airport so we are careful about where they are placed to make sure we maximise the usability of

the data. A noise monitor is not going to provide you with any benefits or influence any change to the flight paths.

In terms of providing a name and address – the reason we use the noise complaints and information service to respond is so that we have consistency in how we deal with people. I looked at your investigation myself and, although the personal responses to you were through the noise complaints and information service, I brought the results back to this forum twice to discuss with you.

In terms of taking this seriously – there wouldn't be much point being here if we weren't here for a reason and that is to see what we can do better. I was genuine in my attempt to look at your issue and am sorry we weren't able to resolve it for you.

Mrs Buttigieg – so what's changed?

Neil Hall – I think you're probably noticing the increase in aeroplanes. And with improved technology, the flight path gets narrower.

18. Would the new runway take traffic off the existing runways?

Neil Hall – yes.

The Chair suggested that Mr Buttigieg and Neil discuss the issue after the meeting as it doesn't look like this will be resolved now.

John Jennison

19. With the preparation of the Master Plan I'd suggest a slightly different approach. I made 33 submissions last time around and didn't hear anything back. Think it would be helpful for you to hear what we have to say and to have a feel for what people think before you started Master Plan. So maybe some listening posts and we could come and have a chat, maybe consider something like that.

Added after the meeting due to time constraints

Apollo Yianni

20. 25,500 car parks at \$20 per car park that is \$500,000 a day profit. Why should the airport authority want to get good public transport?

Melbourne Airport wants good public transport because we think we'll need it to get people in and out of the airport strongly. By 2030, more than 60 million passengers are forecast to travel through Melbourne Airport and we think a rail link is critical to getting those 60 million people in and out so yes, we strongly support a rail link to the airport and welcome the recent funding announcement from both the Commonwealth and Victorian budgets.

7. Meeting closed at 8.32pm

The Chair noted the next meeting is to be held at Gladstone Park Senior Citizens' Centre, Cnr Carrick Drive and Elmhurst Streets, Gladstone Park commencing at 7:00 pm on Tuesday 15th August. The meeting was closed at 8.33pm.

(NOTE: Subsequent to the May meeting, the planned meeting venue for August was found to be not available and consequently the 15 August 2017 meeting will be held at the Gladstone Park Community Centre, 13 South Circular Drive, Gladstone Park.)