

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

Open meeting minutes —Tuesday 21 November 2017, 7pm–8.30pm
Jack McKenzie Community Centre, 1 Green Street Bulla Victoria

CAAG Members

Present:

Darrell Treloar	Independent Chair
Susan Jennison OAM	Community representative
Frank Rivoli	Community representative
Fred Ackerman	Community representative
Peter Hurst	Community representative
David Cleland	Community representative
Captain Darren Gray	Pilot, Virgin Australia
David O'Connor	Community representative
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)
Steve Finlay	Local government officer, Melton City Council (proxy for Bob Baggio)

Apologies:

Michael Sharp	Australian Mayoral Aviation Council
Petrus Barry	Local government officer, Moonee Valley City Council

Organisational/agency representatives

Michael Jarvis	Melbourne Airport
Jai McDermott	Melbourne Airport
Kerr Forbes	Melbourne Airport
Alby Goodsell	Airservices Australia
Neil Hall	Airservices Australia
Kathryn Kominek	Commonwealth Department of Infrastructure and Regional Development

Subject matter experts / supporting staff

Natalie McGlone

Melbourne Airport

Members of the public in attendance: 8 in total

1. Welcome and introduction

The Chair welcomed everyone to the meeting and acknowledged present CACG members, agency representatives and support staff from Melbourne Airport.

The Chair outlined the role of the CACG and purpose of the public CACG meetings and set some expectations for meeting proceedings.

2. Apologies

The apologies listed above were noted.

3. Confirmation of previous minutes

The Chair referred to the minutes from the CACG meeting at the Gladstone Park Community Centre on 15 August 2017. The minutes of the meeting were **AGREED** and **CONFIRMED** by the group.

4. Reports

4.1 Overview of CACG pre-meeting – Darrell Treloar, Independent Chair

The Chair provided a summary of discussion in the pre-meeting of CACG held from 4-6pm.

A number of reports and presentations were considered as follows:

- Airservices Australia, provided an update in relation to Smart Tracking for Runway 16 at Melbourne Airport.
- Travis Jones from Melbourne Airport presented to CACG about security and incident reporting at the airport.
- The CACG considered options for improving the effectiveness of meetings and processes. The following was agreed to by the CACG on a 12 month trial basis:
 - That CACG meet in a closed forum each quarter for a period of 3 hours
 - That the CACG Open meeting be reformatted and aligned with Melbourne Airport's consultation program. This will enable engagement to happen around key milestones in Melbourne Airport's projects. CACG members will be invited to provide advice about open meetings and also attend.

The minutes for the November CACG pre-meeting and open meeting will be available for viewing on the Melbourne Airport hosted CACG website in due course.

4.2 CACG Annual Report 2017 – Darrell Treloar, Independent Chair

The CACG Annual Report for 2017 was **APPROVED** and **CONFIRMED**.

4.3 Melbourne Airport updates

4.3.1 2018 Melbourne Airport Master Plan – Michael Jarvis, Executive Planning (Melbourne Airport)

The airport is preparing a Master Plan that will guide the future planning and development of the Airport over the next 20 years. The Airports Act 1996 requires that all major airports prepare a Master Plan every 5 years to guide future development and operations.

A Master Plan is an overarching planning document that sets the vision for how a site will develop in the future, and it provides a framework for a wide range of other projects. Melbourne Airport completed its previous Master Plan in 2013. The new Master Plan will cover topics including ground transport and infrastructure planning, noise and environmental management.

The 2018 Melbourne Airport Master Plan will be formally exhibited for public feedback in mid-2018. During the formal exhibition of the preliminary draft Master Plan stakeholders and members of the public will be invited to make submissions in relation to the draft document. In late 2018 Melbourne Airport will respond to all submissions, amend the draft Master Plan, and submit the draft to the Federal Minister of Infrastructure and Transport for consideration and approval.

To find out more about the 2018 Melbourne Airport Master Plan go to www.my.melbourneairport.com/masterplan

4.3.2 Runway Development Program – Kerr Forbes, Runway Development Program Director (Melbourne Airport)

Work on the Runway Development Program (RDP) Major Development Plan (MDP) continues to progress.

To date, Melbourne Airport has released the key findings from four studies that will be included in the MDP:

1. Indigenous Cultural Heritage
2. European Heritage
3. Ecology
4. Landscape and Visual

In addition, a property study has been released, which will be included in the Economic Impact Assessment chapter of the MDP. Many of the technical studies, particularly around the airspace design, are very complex. For this reason there have been some changes to the timeline along the process.

As at November, the anticipated timeline for the RDP MDP public exhibition period is mid-2018. We will continue to release key findings from all studies contained in the RDP MDP ahead of the formal public exhibition period to help facilitate an informed conversation about the proposed new runway.

In addition to Melbourne Airport's existing communication channels, all of the released reports and supporting materials will be available on a new engagement website - my.melbourneairport.com. This website was launched in October, and has a function for people to register for updates and to ask questions.

We encourage the members of the public to sign up as a good source of up-to-date information about RDP as well as the Master Plan 2018 and other major projects at Melbourne Airport. To find out more about Melbourne Airport's Runway Development Program go to mymelbourneairport.com/runway-development-program

4.3.3 Melbourne Airport General updates – Jai McDermott, Executive Corporate and Public Affairs (Melbourne Airport)

- Melbourne Airport launched a new engagement website to keep communities informed about projects (my.melbourneairport.com). Visitors to the website can view project information, submit questions and subscribe for updates.
- Melbourne Airport is taking an active role in advocating for a rail link that connects Melbourne Airport with Melbourne's CBD.
- Melbourne Airport welcomed UBER to its terminals in August 2017. The service offers an alternative travel option for passengers and visitors and has been well received since it was introduced.
- Planning is continuing to introduce a new hotel development to Melbourne Airport near Terminal 4. The proposed hotel will include 460 rooms and attract regional, business and overseas travellers looking for accommodation near the airport. Melbourne Airport has sought preliminary comment about the proposed hotel development with stakeholders including the Department of Infrastructure and Regional Development (DOIRD), the Civil Aviation Safety Authority (CASA), the Department of Environment, Land, Water and Planning (DELWP), Hume City Council officers and stakeholders in the aviation community.

5. Questions from the public

1. When will the Melbourne Airport Rail Link be built?

Response from Michael Jarvis, Melbourne Airport:

The timeframe for construction of the Melbourne Airport rail link has yet to be confirmed. Melbourne Airport is pleased that the State and Federal Governments are working together to undertake a feasibility study for the rail and we at Melbourne Airport continue to advocate for the project.

2. How long will the community have to make a submission about the Runway Development Program Major Development Plan?

Response from Kerr Forbes, Melbourne Airport:

The community will have 60 business days to make a submission about the Runway Development Program Major Development Plan. As at November 2017 it is anticipated that the formal exhibition and submission period for the Runway Development Program will take place for a period of 60 days in mid-2018. In the meantime, Melbourne Airport will be undertaking an extensive community engagement program to inform and consult the community about the program ahead of the formal exhibition period.

3. Will the airport noise tool be accurate? Will community concerns about noise be taken seriously by Melbourne Airport and Airservices?

Response from Michael Jarvis, Melbourne Airport:

The noise tool is an advanced computer program which is regularly updated to include current noise data. Community concern about noise is and will be taken seriously by Melbourne Airport in all aspects of its planning.

4. Will Melbourne Airport be monitoring numbers of hits on its new website?

Response from Jai McDermott, Melbourne Airport:

Yes. The website does collect data about hits and we will monitor this periodically.

5. Has there been any recent modelling undertaken with respect to potential impacts of the Runway Development Program on areas to the west of the airport, in particular Hillside, Taylors Hill and Diggers Rest?

Response from Michael Jarvis, Melbourne Airport:

Modelling of these areas is being carried out as part of the development of the 2018 Melbourne Airport Master Plan.

6. Will there be any new showers coming to the airport?

Response from Michael Jarvis, Melbourne Airport:

There are no plans for the installation of any new showers at the Airport, however there are some existing showers in the international terminal.

7. What interaction is there between Melbourne Airport and Essendon Airport in planning the third runway?

Response from Kerr Forbes, Melbourne Airport:

Melbourne Airport and Airservices stays in regular contact with Essendon Airport to carry out airspace planning and airport operations. We build on a strong history of planning alongside Essendon Airport for aviation safety, security and efficiency.

8. Where are noise monitors located in relation to Melbourne Airport?

Response from Neil Hall, Airservices:

The existing noise monitors are located to capture data from the main flight paths to and from Melbourne Airport's existing runways. Installation of noise monitors requires planning and approvals processes and they can only be installed in specific locations that meet technical, security and access requirements and approval from property owners.

9. How will the safety and wellbeing of the community be managed by changes at both Melbourne Airport and Essendon Airport?

Response from Alby Goodsell, Airservices:

Airservices Australia must regard safety as the most important consideration for air traffic management at all airports including Melbourne Airport and Essendon Airport. We must comply with strict regulatory standards set by the Civil Aviation Safety Authority (CASA). When the new runway opens at Melbourne Airport, Airservices will apply the required standards to ensure that aircraft can operate in and out of both airports safely.

10. Can we have forums for the community as a whole?

Response from Jai McDermott, Melbourne Airport:

There is substantial diversity in the community and a range of engagement methods are required to engage different people. Melbourne Airport will be carrying out an extensive consultation program to engage different facets of the community in a range of forums. Consultation activities will include briefing sessions, forums, information sessions and website, social media and digital channels and more.

11. Was the plan for the third runway the same as was shown in previous planning documents such as the Master Plan?

Response from Kerr Forbes, Melbourne Airport: Yes.

12. Where are air quality monitors located at Melbourne Airport? What air quality readings have been taken for Keilor Park? Keilor Park has some air pollution issues

This question was taken on notice with a response to be provided by email to the community member.