

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

ANNUAL REPORT 2012

OBJECTIVE

Melbourne Airport Community Aviation Consultation Group's (CACG) primary objective is to work collaboratively to recognise and enhance:

- the long term sustainability and growth of Melbourne Airport;
- Melbourne Airport's reputation as a responsible corporate citizen within the local and broader community; and
- Melbourne Airport's role as a major economic contributor for Melbourne.

Our strategy is:

- a. to provide a forum:
 - i. for community members and organisations to raise issues and express opinions regarding Melbourne Airport, particularly with regard to planning, development and operations; and
 - ii. for dissemination of information regarding Melbourne Airport, to complement measures employed by airport management and processes required to satisfy statutory obligations;
- b. to identify current and emerging trends in respect of community opinion relating to Melbourne Airport;
- c. to stimulate the interest of the local population in the development of the airport;
- d. to collect and analyse feedback from the community regarding Melbourne Airport;
- e. to report with recommendations to airport management regarding community perceptions and concerns relating to Melbourne Airport; and
- f. to review and discuss any other community-related issues, and engage with the appropriate organisations regarding these as needed.

MEMBERS

The following persons are members of the CACG.

Independent Chair:	Darrell Treloar
Australian Mayoral Aviation Council:	Cr Adam Atmaca and Domenic Isola
Board of Airline Representatives:	Stephen Palombo
Community:	Kevin Sheahan, Susan Jennison and David O'Connor
Melbourne Airport Noise Abatement Committee:	Catherine Hunichen
Victorian Department of Planning and Development:	David Hodge (substitute, David Kirkland)
Victorian Trades Hall Council:	Brian Boyd

The Committee for Melbourne was also a member of the CACG and represented by Andrew MacLeod, but resigned their membership during the year. With the exception of the Independent Chair, all members donate their time on a pro-bono basis.

In addition to the members noted above, meetings are attended by representatives from the Department of Infrastructure and Transport (Jeremy Parkinson and Joseph Wheeler); Air Services Australia (Mark Cenin and Kent Quigley); and Melbourne Airport management (Chris Woodruff - CEO, Matt Francis, Trent Kneebush, Bryan Thompson, Jon Broadhead, Linc Horton and Melanie Hearn).

SUPPORT STAFF

Secretariat support is provided by Melbourne Airport and Jo Powell and Sarah Jenkins have very capably performed this role. Following Sarah's departure in March to travel overseas, Michael Prebeg was appointed to replace her and is a welcome member of the support team.

The **CACG** is an **independent** body. It is a **facilitator** - an **honest broker** that sits as a bridge between the community, Melbourne Airport and Airservices Australia. It is also an **"adviser"**, providing advice and information.

It is **NOT** a **lobby group**, nor is it an **umpire**.

It does **not take sides** and does **not replace** the formal communication or consultation mechanisms that already exist. But, it does work to try to get **better outcomes** for all stakeholders.

CHAIRMANS REPORT – Darrell Treloar

The CACG met on four occasions during the year and has settled into a good working routine, while pro-actively addressing challenges as they arise. It has gained a sound understanding of those matters of interest to the community and come to terms with its role. The Work Plan developed in May 2011 was pursued and a wide range of issues were addressed. These are discussed in more detail in the section on "Highlights, Challenges and Outlook" below.

A strategic planning day was held on 8 February 2012. Members visited the Airservices Australia control centre and had a conducted tour of Melbourne Airport land-side and air-side operations. The inspection tour was followed by a workshop at which members addressed the CACG's purpose and direction, and developed the framework for a strategic plan. This resulted in the CACG adopting its Strategic Plan 2012 - 2015 at its meeting held on 10 May 2012.

Ron Brent, the Federal Government's Aircraft Noise Ombudsman attended the Groups August 2011 meeting and discussed his role, his relationship with Airservices Australia and future directions for addressing noise complaints. He talked about focussing on systemic issues and a move to resolution of complaints (or better explanation), cross-industry coordination, a culture shift based on understanding concerns and the use of meaningful data.

In last year's Annual Report I spoke of the challenge of how to contribute to the various consultation processes in a worthwhile and timely manner, while ensuring we are faithful to our objective. With the experience of a second year and having responded to a number of "real-life" situations, this is no longer an issue. Details of submissions made in relation to a wide range of matters are recorded later in this report.

Thank you to all members of the CACG for contributing your valuable time to this most important work. Thank you also to Chris Woodruff and the Melbourne Airport management team for your commitment, openness and ongoing support of the CACG, without which we could not function. Likewise, thank you to all the officers from the Department of Infrastructure and Transport, and Air Services Australia for your constant support at all our meetings. Finally, a big thank you to Jo Powell, Sarah Jenkins and Michael Prebeg who have provided professional advice and the hands-on attention required for us to function effectively.

HIGHLIGHTS, CHALLENGES AND OUTLOOK

The CACG's Strategic Plan 2012-2015 identifies four strategies which will guide its work over the next three years. This section of the Annual Report discusses highlights, challenges and outlook in respect of those strategies.

Strategy 1 - Airport Development and Growth

The Preliminary Draft Major Development Plan (MDP) for Stage 1 of the proposed Southern Precinct Program, which comprises a new domestic terminal and support facilities, was placed on exhibition by Melbourne Airport on 21 March 2012. The GACG made a submission, noting the MDP was consistent with the Melbourne Airport Master Plan 2008 and seeking reassurance regarding appropriate management of construction traffic to minimise any adverse impact on residents and businesses. It also advocated for a clear statement regarding any possible change to the impact of operational traffic on residents abutting Melrose Drive south of the airport and in locations such as Keilor Park and Keilor.

The CACG also made a brief submission regarding the Essendon Football Club Sporting and Community Facility MDP, noting that Melbourne Airport had held two community meetings with local residents and there was overall support for the development. The need for the Airport and Football Club to work with local authorities to manage traffic for major events and minimise any adverse impacts on local residents was stressed. The MDP has since been approved by the Minister for Infrastructure and Transport and construction commenced.

The preparation of a new Master Plan by Melbourne Airport and its submission to the Federal Minister for Infrastructure and Transport for approval by 2013 is a significant initiative that will facilitate future development and growth of the airport. The CACG has been briefed on the project and, in particular, the consultation process to be employed. Selecting the orientation of the third runway to be constructed at the airport is a key feature of the new Master Plan and one that is likely to generate a lot of community interest. It is anticipated that consultation relating to the new Master Plan will occupy much of the CACG's time over the coming year. Members of the CACG have already gained a good knowledge of Melbourne Airport and an understanding

of operations as a consequence of regular briefings at CACG meetings and the airport inspection held on 8 February. This will be particularly helpful in relation to the CACG's involvement with the new Master Plan. The CACG will work with Melbourne Airport in the months ahead to ensure the community is meaningfully engaged in a timely manner.

The CACG will also advocate for and, where appropriate, assist others to ensure the community is engaged in a timely and proper manner in relation to airport development and growth.

Strategy 2 - Community Engagement

During the year, 32 residents attended meetings of the CACG and asked 16 questions. The question time at the start of each meeting allows community participation and has created an initial interest in the CACG. It has also assisted the CACG to understand the issues that are foremost in the minds of some of the Airport's neighbours. The key theme that has emerged is that of current and future aircraft noise to the south of the airport, although the following have also been touched on:

- Ground transport including road connections, congestion in the terminal area and access to "short-ride" taxis
- Modernisation of the airport terminal and road approaches
- Fast rail link to the city

The CACG reviewed the Airservices Australia draft Environmental Monitoring Unit Report and provided written comment regarding the portable unit EMU 60 at Keilor and EMU 64 at Diggers Rest. The final Report was issued in February 2012 and as a consequence of community feedback, EMU 60 is to remain for the present time while further analysis of data collected occurs, including analysis of data from the repositioned EMU 54 in Avondale Heights. EMU 64 already has a capture radius of 2.5 km and a reduced noise threshold of 50 dB(A). These parameters have been set and reviewed to increase the accuracy of the data but the capture radius will remain unchanged.

Catherine Hunichen was appointed a member of the CACG to formalise a communication link between the CACG and the Melbourne Airport Noise Abatement Committee. There is some overlap between the interests of the two groups and it is expected this arrangement will enhance communication and the effectiveness of each group. Ms Hunichen brings a strong knowledge and understanding of noise management and her professional town planning background will be of great assistance to the GACG, including the potential to build linkages with other stakeholders. It is expected the CACG's Terms of Reference will be amended in the near future to reflect Ms Hunichen's appointment and other changes discussed under Strategy 4 below.

The success of the CACG depends on it relating to the community in a meaningful way, stimulating community interest and promoting community involvement in relevant airport matters. It is recognised that more needs to be done in this area and the Strategic Plan 2012 - 2015 documents a number of initiatives to be pursued, including developing a structured, multi-media communications plan.

Strategy 3 - Safeguarding the Airport

The CACG made a submission to the Department of Infrastructure and Transport review of Master Plan Amendment Guidelines. It advocated for greater guidance to be given to airports in relation to informing the community regarding aircraft noise through the master planning process. The CACG argued that by raising the level of knowledge and understanding in the community, more realistic expectations will be held and the greater the likelihood that there will not be a mismatch between peoples' expectations and their experience.

The Growth Areas Authority (GAA) reviewed the merits of land rezoning submissions made to the 2009 Melbourne Urban Growth Boundary Review and referred these to a newly formed Logical Inclusions Advisory Committee for final determination and advice to the Minister for Planning. A submission was made to the GAA by the CACG, pointing out the lessons already learnt at other airports regarding aircraft noise and the need to protect Melbourne Airport's 24 hour operations and the interests of residents.

In a separate initiative, the GAA proposed in its Diggers Rest Precinct Structure Plan, to zone land in the area known as Diggers Rest South for industrial purposes. Melton Shire Council did not support this initiative given its proximity to existing residential development and suggested the land become residential. The CACG wrote to the GAA recommending that it proceed with its intent to rezone the land to industrial land. It pointed out that if the land became Residential 1 Zone, it has the potential to jeopardise future opportunities of the airport and is neglecting the objective to protect Melbourne Airport from any new development that may prejudice its curfew-free operation or impact on the optimal usage of the airport.

One of the challenges faced by the aviation sector is to enhance wider community awareness of the importance of airports as national assets. This is particularly so for Melbourne Airport, given its curfew-free status and the role it plays with respect to international air travel. The CACG will work with Melbourne Airport management and other stakeholders to promote community awareness and understanding of the competing tensions.

Strategy 4 - Sustaining the CACG

It is recognised that the CACG will only be sustainable if:

- it is perceived by its stakeholders to be of use;
- members believe they are achieving worthwhile outcomes;
- the workload of members is reasonable; and
- the meetings are of interest and value.

One of the issues identified during the year was the need to build capacity within the Group and with this in mind, the CACG will invite expressions of interest from the community and local government with a view to increasing its membership and breadth of experience. It is anticipated a number of new appointments will be made in the later part of 2012. The Board of Airline Representatives has also been invited to nominate a substitute representative with a view to ensuring it has representation at all CACG meetings.

While the CACG has set a number of performance measures for itself, it does not undertake any form of stakeholder survey. This is an area that could be explored when 'Strategy 4 - Sustaining the CACG' is considered in detail at the CACG's November 2012 meeting.

PERFORMANCE MEASUREMENT

The performance of the CACG over the past year, measured against targets set at the beginning of the reporting period, is shown in Table 1.

Item No.	Description	Measure	Target	Result
1	Role	Number of meetings held and open to the public	4	4
2	Conduct of meetings	Total number of interested persons who attended meetings	100	32
3 a.	Effectiveness of meetings	Attendance by Group members	80%	72%
3 b.	Effectiveness of meetings	Self-assessment rating by members on scale of 1 to 5 where: 1. totally ineffective 2. of some use but falls well short of expectations 3. satisfactory performance but with significant areas requiring improvement 4. generally effective but minor opportunities for improvement 5. most effective in satisfying all requirements	4	3.84

Table 1 – CACG Performance 2011/12

This is the first year that the CACG has set performance indicators and conducted an assessment of its performance. The results show that the CACG met its primary requirement, holding four meetings over the year. Public attendance was lower than anticipated and provides a benchmark going forward. It is anticipated that with an increased emphasis on promotion of CACG activities, including on high profile projects such as the Master Plan, awareness of the CACG in the community and attendance numbers will increase. Attendance by members was at 72%, just below the 80% target. It has been recognised that the group has to increase community representation and this may in turn improve attendance rates. In addition, the possibility of having substitute delegates is being explored. Members rated the effectiveness of meetings (KPI 3b) at 3.84, marginally below the target of 4 although still “generally effective but [with] minor opportunities for improvement.” A number of improvement initiatives are identified in the Strategic Plan 2012-2015 and will be progressively implemented over the coming year. This is a solid outcome given the infancy of the group.

FINANCIAL INFORMATION

The CACG does not control funds or assets and while it is an independent entity, it is fully resourced by Melbourne Airport.

The Melbourne Airport Community Aviation Consultation Group was established in early 2011 in response to the Australian Government's 2009 National Aviation Policy White Paper (www.infrastructure.gov.au/aviation/nap).

Major Australian Airports are required to establish Community Aviation Consultation Groups to give local residents and businesses a better say in airport planning and operations. These formalised groups ensure that local communities have direct input on airport planning matters with appropriate arrangements for engagement with other industry stakeholders such as airlines and Airservices Australia where necessary.

The Melbourne Airport Community Aviation Consultation Group satisfies this requirement.

CONTACTS

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