

## MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

### ANNUAL REPORT 2014

#### INTRODUCTION

The Melbourne Airport Community Aviation Consultation Group (CACG) works collaboratively to achieve broad community engagement on airport planning, development and operations, and their impact. It provides advice regarding communication, consultation and engagement to other stakeholders, including Melbourne Airport, and assists Melbourne Airport to fulfil its obligations as a responsible corporate citizen within the local and broader community, while recognising its role as a major economic contributor for the local region, Melbourne and Victoria.

In particular, its role 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.

The CACG has no authority to direct others and its function does not replace statutory or established communication and consultation mechanisms employed by the various parties it works with.

#### 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: Susan Jennison, David O'Connor, Mateja Rautner, Frank Rivoli (from 20 May 2014), Deanna Van Rooy (from 20 May 2014), and Robert Walters

Melbourne Airport Noise

Abatement Committee: Catherine Hunichen

Victorian Department of Transport,

Planning and Local Infrastructure: Jim Gard'ner (substitutes Jane Monk and Peter Allen)

Victorian Trades

Hall Council: Brian Boyd

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 were attended by representatives from the Commonwealth Department of Infrastructure and Regional Development (Rod Burgess, Marcelo Alves, Sharyn Owen, Yeong-Han Cheong, Sarah Tink, and Grace Daniel); Air Services Australia (Simon Cousins, Matt Marais, Neil Hall and Donna Howard); and Melbourne Airport management (Jo Powell, Michael Prebeg, Samara Williams, Chris Woodruff, Carly Dixon, Trent Kneebush, Bryan Thompson, Melanie Hearne, Renee Atkinson and Anna Gilbert).

#### **SUPPORT STAFF**

Secretariat support was provided by Jo Powell with assistance from Michael Prebeg, Melanie Hearne and Samara Williams, all from Melbourne Airport.

#### **CHAIRMANS REPORT – Darrell Treloar**

The CACG has had another successful year in which it continued to develop and addressed some significant issues. Membership of the group was expanded with the appointment of Frank Rivoli and Deanna Van Rooy, the CACG played a key role in the consultation process for the new Melbourne Airport Master Plan and meetings continued to provide a forum for information sharing and the community to engage with Melbourne Airport and others in the aviation sector. Submissions were contributed as part of a number of consultation processes and new relationships were established, including with the Civil Aviation Safety Authority (CASA) and airline pilots.

The CACG forms part of a national framework and I was fortunate to attend and report on the CACG Chairs Forum, Airservices Australia annual conference "Waypoint" and CASA Airspace Consultative Forum; all held in Canberra in late 2013. I also reported on the San Francisco Round Table (their equivalent of the CACG) meeting which I attended in May last year. These meetings provide an opportunity for us to learn from others and to share our experience with them. We also hosted Stuart Cole, a member of the Perth Airport CACG who attended one of our meetings.

The CACG continues to actively pursue a structured work plan, canvassing a wide range of issues. These are discussed in the section on “Highlights, Challenges and Outlook” below.

The number of residents attending the four meetings held in 2013/14 was less than in the previous year, when the announcement regarding the preferred alignment for the third runway was made. At this time there was a high level of concern expressed regarding the proposed new runway, particularly in relation to aircraft noise. Nevertheless, over the past year, meetings were well attended and there was a good level of community participation during public question time. In addition, the engagement has become more productive with an increased focus on understanding issues and where possible, exploring improvement opportunities.

A wide range of issues was raised during question time, reflecting the views and concerns of some people within the community. These included individual adverse noise events, a possible curfew at Melbourne Airport, fitting noise insulation to existing houses under flight paths and research into health impacts on people residing near airports. Discussion of these issues is leading to a better understanding by everyone involved and a pro-active approach to collecting and making available accurate information. While some responses may not always be welcome, the CACG provides a standing forum for this ongoing discussion and an opportunity for people to make their views known, complementing the various statutory consultation processes.

I offer my sincere thanks to all CACG members and representatives of the various agencies who continued to contribute their valuable time to this most important work over the past year. The ongoing support provided and commitment to the CACG by Melbourne Airport is also appreciated and in particular, the day-to-day work of Jo Powell and her team. Finally, the interest shown by the many local residents who have attended and participated in CACG meetings continues to inform the CACG on key airport related community issues. I thank all residents who have taken an interest and helped the CACG in this way.

## **HIGHLIGHTS, CHALLENGES AND OUTLOOK**

The CACG's Strategic Plan 2012-2015 identifies four strategies which guide its work. They are:

1. Airport Development and Growth - fostering maximum community involvement in consultation processes relating to development, including major development plans and the preliminary draft master plan, and increasing awareness of the national importance of Melbourne Airport.
2. Community Engagement - expanding and improving the level of community communication and engagement, including in relation to aircraft noise
3. Safeguarding the Airport - proactively participating in public processes to ensure land use planning decisions do not compromise the future of the airport by exposing future residents to inappropriate impacts, including high levels of aircraft noise.
4. Sustaining the CACG - ensuring appropriate membership and supporting members

This section of the Annual Report discusses highlights, challenges and outlook in respect of those strategies.

## **Strategy 1 - Airport Development and Growth**

Melbourne Airport released a preliminary draft master plan for the airport on 20 May 2013 and invited public comment up until 21 August. The CACG worked with the airport and the community to enhance community awareness, providing opportunities for relevant information to be disseminated and promoting the consultation process. The CACG also made a submission which included:

- the CACG's feedback on the content of the preliminary draft master plan;
- an assessment of the suitability and effectiveness of the consultation mechanisms employed by Melbourne Airport; and
- a summary of the main views expressed by the community in the lead up to the formal consultation period.

Some of the key areas addressed in the CACG submission were enhanced reporting of outcomes as compared with the published noise abatement procedures, better reporting of noise data and provision of timely responses to community concerns, the use of alternative noise metrics and greater transparency regarding assumptions behind the calculation of noise metrics. The CACG is a strong advocate for transparency and building community confidence in processes employed and the agencies that administer those processes. In addition to the CACG submission, numerous submissions were made by the local community and following a review of these by Melbourne Airport, the preliminary draft master plan was submitted to the Commonwealth Minister for Infrastructure and Regional Development for approval. The master plan was approved on 18 December 2013.

The CACG also made a submission on the Melbourne Airport Business Park Warehouse preliminary draft major development plan. This project proposed an 80,000 square meter warehouse to house logistics and distribution businesses in two abutting "market ready" centres. The CACG submission raised a number of matters for further consideration. The MDP was approved in April 2014.

At its November 2013 meeting, the CACG received a presentation from Robert Abboud of Public Transport Victoria regarding the Melbourne Airport Rail Link Study. The CACG supports construction of a passenger rail connection between Melbourne Airport and the Melbourne CBD at the earliest opportunity.

With continuous development occurring at the airport, the CACG has proposed that the history of the site and surrounding area be recorded. This is to be in the form of a photographic collection and an historical narrative. A web-based photograph library is already available on the Melbourne Airport website and further work is being undertaken by the airport in conjunction with environmental studies associated with the runway development program. The CACG was given an update on the studies and the new Melbourne Airport Environment Strategy at its May 2014 meeting.

The Airport Drive Extension and Steele Creek North Stormwater Enhancement Project MDP, which the CACG made a submission on last year, was approved by the then Commonwealth Minister for Infrastructure and Transport in July 2013 and construction commenced in July 2014.

Looking forward, Melbourne Airport has an extensive capital investment program planned which will include improvement of ground transport, construction of Terminal 4 and construction of the third runway. The CACG expects the runway development program and the process the airport is pursuing to gain approval for construction of the third runway will be a key part of its work over the next two years. The CACG has already been briefed on the process and received a commitment there will be open and transparent communication throughout the approval and construction phases. The Victorian Government has indicated it will review the Melbourne Airport Environs Overlays published in the Victoria Planning Provisions, having regard to the latest Australian Noise Exposure Forecasts published in Melbourne Airport Master Plan 2013. The CACG will take an interest in this review and make its views known at the appropriate time.

The CACG will continue to work with all stakeholders to contribute to and enhance communication and consultation.

### **Strategy 2 - Community Engagement**

One of the unique features of the Melbourne Airport CACG is that its meetings are mostly open to the public and up to 30 minutes is set aside at the start of each meeting for people in attendance to make submissions and ask questions relating to the airport. Over the course of the year, CACG meetings were attended by 69 residents<sup>1</sup> and a total of 37 questions were asked, most of which were answered at the meeting.

Following a review of Strategy 2 - Community Engagement, a "Communications and Engagement Plan" was adopted at the November 2013 CACG meeting. The plan details a range of activities and resources the CACG will use to achieve its community engagement objectives. As a consequence of adopting the plan, the CACG website, hosted by Melbourne Airport has been upgraded and strategic links with the Noise Abatement Committee (NAC) and Planning Coordination Forum (PCF) have been enhanced and created respectively. The Chairman now regularly attends NAC meetings, along with Catherine Hunichen, and the first report on a PCF meeting was provided at the May 2014 CACG meeting by Carly Dixon, complementing those regularly provided on the NAC meetings by Ms Hunichen.

One of the issues addressed by the CACG during the year was the flight paths of some aircraft departing Runway 16. During December 2013 an increased number of early turns by aircraft departing Runway 16 was experienced. This combined with higher usage of the runway due to seasonal wind conditions led to an increase in complaints by

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<sup>1</sup> The figure quoted is an aggregate of the number of persons at each of the four meetings.

effected residents. Airservices Australia examined the records and subsequently reminded some airlines of their obligations. Increased noise abatement compliance and a significant reduction in complaints has been observed since February.

The CACG will continue to build on its profile within the local community to ensure it remains effective in its role.

### **Strategy 3 - Safeguarding the Airport**

The CACG actively monitors planning initiatives of local councils and the Victorian government and, where appropriate, makes submissions with a view to discouraging short-sighted or poor planning decisions which may have the potential to distress future residents and other stakeholders, including Melbourne Airport. The CACG made a submission to the Victorian Government's metropolitan planning strategy, "Plan Melbourne" and made its views in this regard known.

The Commonwealth Aircraft Noise Ombudsman, Ron Brent attended the group's May 2014 meeting and presented an update on the review of Australian Standard 2021 - 2000: *Acoustics - Aircraft noise intrusion - Building siting and construction*. The CACG will make comment on the review when it is released to the public; expected to be later in 2014.

The CACG has now established a relationship with the Civil Aviation Safety Authority and Michael White of that organisation attended the May 2014 meeting and briefed members on the role of CASA. He also explained the system of aircraft separation employed by air traffic controllers at airports and greatly assisted members' understanding of this technical area.

Neil Hall of Airservices Australia presented to the CACG November 2013 meeting on air traffic control and explained runway utilization at Melbourne Airport. Donna Howard, also of Airservices Australia, briefed the CACG on the Airservices noise complaint and information service and their approach to workload management. Further discussion on this occurred at the subsequent CACG meeting when Ron Brent was present.

The matter of noise monitoring stations also received attention during the year. A proposal to decommission the Keilor monitor raised concerns and was subsequently abandoned.

The CACG notes the improved reporting of noise complaints by Airservices Australia and is encouraged by the collaborative approach being taken by them and the Aircraft Noise Ombudsman's office to address current issues. The CACG will actively engage with all parties to further improve processes and community outcomes.

#### Strategy 4 - Sustaining the CACG

The CACG reviewed its Terms of Reference in the first half of 2013 and adopted an amended version at its August meeting. Changes related mainly to the purpose of the document and membership.

With the number of community member positions being increased from three to six and following the resignation of Kevin Sheahan at the end of the previous year, two new members were recruited to increase the level and diversity of community representation on the group. Frank Rivoli and Deanna Van Rooy, both residents of Gladstone Park with a long history of community involvement joined the CACG in May 2014. Further attempts to recruit additional local government representation have been unsuccessful and this matter will need to be reviewed at the group's next strategic planning session.

When the Strategic Plan 2012-2015 was adopted, it was proposed time be set aside at each CACG meeting to review one of the four strategies and identify appropriate actions to progress the goals relating to the strategy under review. While Strategy 2 - Community Engagement was reviewed, this occurred over a number of meetings and experience has shown that the initial review program was overly optimistic. Meeting agendas have been full and the reviews have been considered a lesser priority than other business items. The current strategic plan expires next year and this will trigger a comprehensive review of the plan and its strategies.

#### 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. Results for the 2013 year are also shown for comparison.

Item No.	Description	Measure	Target	Result 2014	Result 2013
1	Role	Number of meetings held and open to the public	4	4	4
2	Conduct of meetings	Total number of interested persons who attended meetings	100	69	497
3 a.	Effectiveness of meetings	Attendance by Group members	80%	67%	68%
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	3.91	3.67

		<p>4. generally effective but minor opportunities for improvement</p> <p>5. most effective in satisfying all requirements</p>			
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**Table 1 – CACG Performance 2013/14**

The CACG met its primary requirements, holding four meetings over the year and with a good level of public attendance but below the target set. The high level of attendance in the previous year was attributed to interest in the announcement regarding the alignment of the third runway. Individual meeting numbers for 2014 were: August - 20, November - 15, February - 13 and May - 21; possibly suggesting "meeting fatigue" following the master plan consultation period with a recovery in May.

Attendance by members was at 67%, well below the 80% target and slightly less than last year. In addition attendance at the February 2014 meeting was less than 50%. This is an area requiring ongoing attention and opportunities to improve member attendance will be explored.

Members rated the effectiveness of meetings (KPI 3b) at 3.91. This is a slight improvement from 2013, where an average of 3.67 was achieved. Overall feedback from the member survey has been positive with some recommendations for improvement, mainly around communicating and engaging with the wider community, being made.

**FINANCIAL INFORMATION**

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

Melbourne Airport is operated by Australia Pacific Airports Melbourne as the "airport-lease company" for Melbourne Airport pursuant to the Commonwealth Airports Act 1996. The airport lease and the Act place a number of obligations on the operator regarding operation and growth of the airport. In addition, the National Aviation Policy White Paper<sup>2</sup> requires all airports subject to the planning framework in the Act, including Melbourne Airport, to establish a community aviation consultation group. 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 was established in early 2011 and satisfies this requirement.

<sup>2</sup> Australian Government National Aviation Policy White Paper: Flight Path to the Future, December 2009 [www.infrastructure.gov.au/aviation/nap](http://www.infrastructure.gov.au/aviation/nap)

## **CONTACTS**

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