

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP
Minutes – Tuesday 16 August 2011, 6:00-8:00pm
Broadmeadows Town Hall, Pascoe Vale Road

Present:	Darrell Treloar	Independent Chair
	Adem Atmaca	Australian Mayoral Aviation Council
	Susan Jennison	Community
	David O'Connor	Community
	Brian Boyd	Victorian Trades Hall Council
	Stephen Palombo	Board of Airline Representatives
Apologies:	Domenic Isola	Australian Mayoral Aviation Council
	Kevin Sheehan	Community
	David Hodge	Department of Planning and Community Development
	Andrew MacLeod	Committee for Melbourne

Also in attendance were:

Chris Woodruff	Melbourne Airport
Matt Francis	Melbourne Airport
Jo Powell	Melbourne Airport
Sarah Jenkins	Melbourne Airport
Trent Kneebush	Melbourne Airport – Kneebush Planning
Mark Cenin	Airservices Australia
Kent Quigley	Airservices Australia
Catherine Hunichen	Noise Abatement Committee
Jeremy Parkinson	Department of Infrastructure and Transport
Joe Wheeler	Department of Infrastructure and Transport (representing Katie Conn)

Number of public in attendance: 8

1. Introductions – Darrell Treloar, Chair

The Chair declared the meeting open at 6pm sharp. He acknowledged and welcomed the attendance of Stephen Palombo who has replaced Warren Bennet as the member representative from the Board of Airline Representatives Australia. A special welcome was made to David O'Connor who has recently been appointed as the Diggers Rest community member.

The Chair also acknowledged the attendance of Catherine Hunichen host of the previous meeting. He reiterated the connection between the Noise Abatement Committee and the CACG and proposed that Ms Hunichen's membership in the CACG be formalised between this meeting and the next.

The Chair drew the attention of members to the additional papers tabled at the meeting: 1) Mr David O'Connor's submission to the GAA; 2) Melbourne Airports submission to the GAA; 3) Questions and answers for Melbourne Airport; 4) Report 9.4 Review of Melbourne Airport EMUs; 5) Notes of Waypoint 2011 CACG Chair's meeting.

The Chair asked if there are any additions to the agenda.

- Susan Jennison: Raised the topic of aircraft activity after 11pm at night.
- Jo Powell: Asked to inform the CACG of security trials scheduled for Melbourne Airport.
- Darrell Treloar: Added discussion around a strategic planning day and next meeting date.

2. Confirmation of Minutes of Meeting held 17 May 2011 – Darrell Treloar, Chair

The Chair advised that an updated version of the 17 May meeting minutes had been issued to CACG members. It was **AGREED** that minutes of the meeting held on 17 May 2011 be confirmed as an accurate representation of the meeting.

ACTION: The minutes of the meeting held on 17 May 2011 were adopted as an accurate representation of the meeting.

3. Public questions / submissions

Overview:

Members of the public were offered the opportunity to ask questions of the meeting. Matters raised included ground noise monitoring, access to noise protection (insulation) and obtaining historical Noise and Flight Path Monitoring System data. There was a clear emphasis on the long term growth projections for Melbourne Airport in line with plans for a third runway and the likely increase in aircraft noise as a result of this. Mark Cenin, Airservices, and Chris Woodruff, CEO Melbourne Airport, responded to the questions and comments put forward, including committing to follow-up with members of the public post-meeting.

1. *Question: John Jennison – In regard to Airservices Australia and the noise abatement procedures, aircraft must be routed to avoid Keilor and a number other suburbs and must not be below 5000m. If Melbourne Airport proceeds with parallel North/South runway how will these standards be met?*

Mr Chris Woodruff stated that the question will be taken on board by Melbourne Airport in conjunction with Airservices Australia when plans are progressed for a third runway.

2. *John Jennison – I have had discussions with Airservices Australia in regard to reverse thrust and understand that when the plane is on the ground it is Melbourne Airport's responsibility. The reverse thrust noise is substantial in Keilor especially when aircraft take off to the north and during night hours.*

The Chair responded advising that this topic had been touched on in the previous meeting during the discussion on Environmental Monitoring Units (EMU). He explained that an EMU is not intended to monitor noise while aircraft are still on the ground.

ACTION: Melbourne Airport to investigate international processes for measuring noise such as reverse thrust generated within the airport.

3. *Question: Phil Larmar (Keilor resident) – I live off Bonfield Street and have 2 young kids waking up during the night due to loud noise and a shaking roof. Is the flight path over Bonfield Street going to continue and are there measures to look after residents?*

Mr Woodruff outlined how aircraft noise concerns are managed.

ACTION: Mark Cenin, Airservices Australia to discuss with Mr Larmar post-meeting.

4. *Question: Matt McIntyre (Avondale Heights resident) – a) The EMU located in Braybrook was decommissioned 12 months ago, under legislation there should be a new one.*

ACTION: Mr Mark Cenin, Airservices Australia to discuss with Mr McIntyre post-meeting.

5. *Question: Matt McIntyre b) Between the hours of 11pm and 6am noise occurrences has increased dramatically over the last 1-5 years. I was unable to access the statistics over the previous 5-10 year period as the information is not available to compare. Has any study been produced to show the percentage noise occurrences have increased by during the last 1-10 years? Will the noise increase with the proposed new runway?*

Mr Mark Cenin of Airservices Australia responded that Airservices can obtain the information for the past 5-10 year period. Mr Cenin advised that Melbourne Airport's next Master Plan will look at runway options and the Airport has advised this will involve community consultation, with Airservices Australia contributing as required.

ACTION: Mark Cenin of Airservices Australia to follow-up with Mr McIntyre regarding the availability of historical noise statistics.

6. *Question: Matt McIntyre c) What is the growth prediction over the next feasibility study relating to the expansion of the airport? This question is especially targeted at the hours between 11pm and 6am.*

Jo Powell of Melbourne Airport stated that a similar question was raised at the last meeting. There are currently 25 flights (flight movements) between 11pm and 6am. The CACG is the best forum for this discussion to continue.

7. *Question: Matt McIntyre d) What protection is there against the planes breaking the noise barriers? Legislation on building standards wasn't brought in until 1997 relating to the acoustic treatment and planning of houses. Houses older than 1997 do not have these noise reducing measures in place. Is there any funding in place to bring the older houses up to standard?*

The Chair responded stating that far greater noise levels are experienced at some airports across Australia in comparison to Melbourne Airport and therefore compensation measures exist at some of these locations. Compensation is not available in Victoria.

8. *Question: With reference to the Environmental Monitoring Units, is there a sanction imposed on the airline or airport when a decibel reading exceeds the standard?*

Mr Mark Cenin of Airservices Australia responded that the EMUs provide information to determine the contribution of aircraft to overall noise exposure and assist in planning airspace usage, but this information is not used to impose sanctions. Potential safety breaches are assessed and investigated by the regulator, CASA.

4. Aircraft Noise Ombudsman – Ron Brent, Aircraft Noise Ombudsman

The Chair introduced Mr Ron Brent, Aircraft Noise Ombudsman (ANO).

Mr Brent introduced himself as the Aircraft Noise Ombudsman (ANO). He stated the aircraft noise issue is very complex and Airservices Australia operates within a very complex framework. CASA (Civil Aviation Safety Authority) is the safety regulator, Airservices Australia (ASA) has air traffic control, the Department of Infrastructure controls security and curfews, airlines and their pilots have the final say in determining the flight path. The ANO is looking into how complaint processes can be

streamlined across these areas. Mr Brent stated that this will require a culture shift, cross industry coordination and a change in the way complaints are handled.

Mr Brent described his charter as to review the handling of complaints and enquiries, monitor the effectiveness of community consultation, monitor the effectiveness of aircraft noise related information, make recommendations and publish his findings including on the ANO website.

The presentation is attached.



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Presentation - clean.p

5. Airservices Australia update – Mark Cenin, Senior Advisor Community Relations

Mark Cenin of Airservices Australia provided an update on the status of the Review of Melbourne Airport Environmental Monitoring Units (EMUs). He thanked the group for providing feedback as part of the review consultation process and advised that feedback would be assessed as part of determining the location of EMUs in the Melbourne basin.

6. Urban Growth Boundary: Logical Inclusions

Ms Jo Powell and Mr Trent Kneebush of Melbourne Airport presented to the CACG. Ms Powell apologised for David Hodge's absence as he was scheduled to present this segment.

Ms Powell informed the CACG that the Urban Growth Boundary review has two components. Firstly the Growth Areas Authority (GAA) will review the merits of land rezoning submissions previously made to the 2009 urban growth boundary review. The GAA will then refer submissions to a newly established Logical Inclusions Advisory Committee for final determination and advice to the Minister. This review could potentially lead to increased development and/or density around the airport. Protecting Melbourne Airport's curfew-free status and limiting urban development around the airport is of primary importance to ongoing and future operations at the airport.

Mr Kneebush advised that a copy of Melbourne Airport's submission to the GAA could be viewed on Melbourne Airport's website. He reiterated that Melbourne Airport's concern is that noise does not stop at the noise contours. Mr Kneebush stated that the green wedges are there to protect the flight corridors to Melbourne Airport; they are invaluable and need to be protected.

Mr Kneebush advised that the Commonwealth Government has set up the National Airport Safeguarding Advisory Group. The group is reviewing mechanisms for airport safeguarding. Melbourne Airport's next step is to present at the Logical Inclusions hearing scheduled in September.

It was **AGREED** that a submission be made to the review and that it point out the lessons already learnt at other airports regarding aircraft noise and the need to protect 24 hour operations and the interests of residents.

ACTION: The CACG to make a submission to the GAA.

7. Master Plan Amendment Guidelines – Jeremy Parkinson, Director South East Airports Department Infrastructure & Transport

Jeremy Parkinson of the Department of Infrastructure presented on the draft Master Plan Amendments Guidelines. He advised that they have been drafted to assist airports to prepare their strategic vision for the airport site and give guidance on the new legislative framework for airports.

Mr Parkinson presented the scope of the guidelines referring to the National Aviation Policy White Paper 2009 and the 2010 amendment to the Airport's Act to implement the provisions from the White Paper. The amendments made strengthen the requirement and the guidelines assist the airports in implementing the changes.

Mr Parkinson referred to satisfying the balance between what each airport knows and wants and informing the community as to what's going to happen. Greater analysis of each airport's 20 year plan, in 5 year increments, and how it fits in with local planning scheme is required.

Mr Parkinson advised that the comment period for the guidelines closes on 15 October. This comment period is an opportunity to discuss the draft and provide feedback as part of the consultation process. The finalised guidelines will be published by the end of 2011.

It was **AGREED** that the CACG make a submission to the Department of Infrastructure and Transport and that it raise the need for master plans to include information on aircraft noise impacts that is not only useful for town planning purposes but permits the community to make informed decisions regarding their life options.

ACTION: The CACG to make a submission to the Department of Infrastructure and Transport.



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Guidelines presentati

8. Aircraft approaches – Susan Jennison, CACG member

Susan Jennison drew the CACG's attention to the recent incident where a Thai Airways aircraft was flying too low. It was noted that the matter is of concern to residents in the Keilor area and that it is the subject of an ongoing investigation by CASA.

9. Reports

9.1. Work Plan

9.1.1. Update – Darrell Treloar

It was **AGREED** that:

- a. The draft work plan be adopted
- b. The work plan be reviewed quarterly by the CACG.

9.1.2. Property development: Essendon Football Club – Jo Powell, Melbourne Airport

Ms Powell of Melbourne Airport advised the CACG that the Essendon Football Club Sporting and Community facility plans are open for public comment until the 30 September 2011. Members were invited to make a submission and that would be considered in the consultation process.

The Chair reported that the project was positively received by the people who attended the community meeting held on 19 July 2011 to explain the proposal.

9.1.3. Ground transportation: APAC Drive – Jo Powell, Melbourne Airport

Ms Powell of Melbourne Airport advised that Minister Terry Moulder attended and officially opened the construction of APAC Drive at a ceremony on Thursday 11 August. Ms Powell shared that this project will improve access and relieve congestion to and from the airport.

9.2. Annual Report – Darrell Treloar

It was **AGREED** that:

- a. The draft Annual Report 2011 be adopted
- b. The Annual Report be forwarded to Melbourne Airport
- c. Copies of the Annual Report 2011 be sent to each of the stakeholder groups associated with the CACG and that it be placed on the CACG's web-site.

9.3. Performance Indicators – Darrell Treloar

It was **AGREED** that the draft Performance Measures 2011/12 be adopted.

9.4 Submission to the *Airservices Review of the Melbourne Airport Environmental Monitoring Units (EMU)*

The report was **NOTED**.

10. Other business – Darrell Treloar

The Chair informed the CACG that he had attended Waypoint 2011, an Airservices Australia aviation industry event. Mr Treloar was the only CACG Chair to take up the opportunity. Key learning included the recognition that aviation will grow in the coming decade and the increasing awareness of the importance of dealing with aircraft noise. The Chair also informed the CACG that he had attended the CACG chairs meeting. 10 CACG chairs attended the meeting.

The Chair proposed a strategic planning day to think about the CACG's role and how best to devote their time over the next 2 years. This could be held at Melbourne Airport including a Melbourne Airport tour to increase awareness and understanding of the airport.

It was **AGREED** that arrangements be made to conduct a strategic planning day.

ACTION: The Chair and secretariat to plan and present dates to the CACG members.

Ms Jo Powell of Melbourne Airport advised that Melbourne Airport will be trialling a new body scanner and security screening procedures between 5-12 September in the international departures area. This is a voluntary trial that uses generic stick figures and not real images of the passenger, and can detect non metallic potential hazards.

Susan Jennison requested that the CACG look into flights after 11pm, specifically those to the south over the Keilor area.

11. Next Meeting

The Chair proposed that the next meeting to be held at the Diggers Rest Community Hall on the 15th November be moved to the 22nd November. It was **AGREED** the next meeting be held at 6:00 pm on Tuesday, 22 November 2011 and that the change of date be confirmed in writing.

12. Close

The meeting closed at 8:00 pm