

MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

ANNUAL REPORT 2016

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 Melbourne Airport and other stakeholders.

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 Michael Sharp (proxy: Kelvin Walsh)
Community:	Susan Jennison, David O'Connor, Mateja Rautner, Frank Rivoli and Deanna Van Rooy (until 17 November 2015)
Local Government Officers:	Bob Baggio (proxy: Steve Finlay) and Henry Bezuidenhout
Melbourne Airport Noise Abatement Committee:	Leanne Deans (proxy: Melanie Hearne)

Victorian Department of
Environment, Land, Water
and Planning:

Jim Gard'ner (until 18 August 2015). David Kirkland has
attended as a proxy since 16 February 2016, pending the
nomination of a substantive delegate)

Victorian Trades

Hall Council:

Luke Hilakari (proxy: Liz Beattie)

Virgin Airlines:

Captain Darren Gray (from 19 May 2015) (proxies: Captain
Paul D'Elia and Captain Damian Spencer)

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 (Marcelo Alves, Cris Cano and Jesse Gillard); Air Services Australia (Neil Hall, Nick Seselja and Kylie Hobday); and Melbourne Airport management (Elizabeth Joldeski, Kris Perkovic, Anna Gillett, Carly Dixon, Trent Kneebush, Melanie Hearne, Caroline Doherty, Paula Bradshaw, Pamela Graham, Sarah Renner, Renee Atkinson, Helen Love, Michael Jarvis, Kerr Forbes and Pamela Talevska).

SUPPORT STAFF

Secretariat support was provided by Liz Joldeski, until her departure from Melbourne Airport in December 2015. Anna Gillett took over as Head of Government & Stakeholder Engagement, replacing Ms Joldeski, from May 2016. Kris Perkovic has supported the CACG throughout the year in a 'hands-on' manner and other Melbourne Airport staff, including Helen Love and Caroline Doherty, have also assisted.

CHAIRMAN'S REPORT – Darrell Treloar

2015/16 was a significant year for the CACG with changed meeting arrangements being trialled to increase its effectiveness and improved access for the community. The trial is discussed more fully under 'Highlights, Challenges and Outlook' below. Melbourne Airport's Runway Development Program continued to be a key focus while work commenced on addressing 'aircraft noise abatement', a prominent issue identified for attention by the CACG. A number of submissions were made to external bodies and the CACG is making an impact in some areas. For example; in relation to administration of state planning controls relating to Melbourne Airport and aircraft noise monitoring by Airservices Australia.

During the past year, 71 residents attended the four CACG meetings. They asked 40 questions which were answered, mainly by Airservices Australia and Melbourne Airport officers. The questions and answers are recorded in the minutes, which are published on the Melbourne Airport hosted CACG website.

As in previous years, I attended the CACG Chairs' Forum in September 2015 where CACG Chairs from across Australia met with representatives of the Commonwealth Department of Infrastructure and Regional Services to discuss current issues, experiences and lessons learnt.

Membership of the CACG changed with a number of people moving on and agencies nominating replacement delegates. Leanne Deans replaced Lorraine Dowsey as the Noise Abatement Committee delegate, Jim Gardner moved on and David Kirkland is standing in until a replacement is appointed, and Liz Beattie has become a regular attendee as Luke Hilikari's proxy. We also welcomed Captain Darren Gray, nominated by Virgin Airlines. Each of these new members is contributing much needed specialist input to the work of the CACG. In addition, Deanna Van Rooy resigned from the CACG and her replacement was held over (along with the filling of the other vacant community member position) until the Commonwealth Government's response to the review of CACGs is known.

Elizabeth Joldeski left Melbourne Airport in December 2015 and we were pleased to welcome Anna Gillett as the new Head of Government & Stakeholder Engagement at Melbourne Airport. Ms Gillett is supported by Kris Perkovic, who provided excellent continuity and support for the CACG during the transition. Nick Seselja of Airservices Australia replaced Kylie Hobday and regular support is also being provided by Neil Hall. Other key Melbourne Airport staff changes impacting the CACG were: Sarah Renner replaced by Michael Jarvis and Pam Graham replaced by Kerr Forbes. We look forward to working with the new team over the coming years.

I offer my sincere thanks to all CACG members, past and present, and representatives of the various agencies, who contribute their valuable time to the work of the group. The ongoing support provided to the CACG by the whole Melbourne Airport team is also greatly appreciated. Finally, I thank all residents who have taken an interest in the CACG and helped us by speaking out about those matters that are important to them.

HIGHLIGHTS, CHALLENGES AND OUTLOOK

The CACG reviewed its strategic plan at a strategic planning workshop in August 2015 and subsequently adopted the revised *Melbourne Airport Community Aviation Consultation Group Strategic Plan 2016-2019*¹. While the review was limited to an update of the CACG's earlier strategic plan, it was significant in that text was edited to better reflect current practice and intent, and it identified several prominent issues to be addressed by the CACG during the life of the plan. These issues represent those of greatest interest to people from the community who attend CACG meetings and which have been actively promoted by community members of the CACG. They are (in priority order):

1. Community health
2. Runway Development Program
3. Aircraft Noise Abatement
4. Curfews and noise sharing

¹ The Melbourne Airport Community Aviation Consultation Group Strategic Plan 2016-2019 was adopted on 17 November 2015. It can be viewed at www.melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/cacg-documents

5. Inappropriate development
6. Ground transport.

The Strategic Plan also identifies four strategies that guide the work of the CACG, as follows:

1. Monitor Airport Development and Growth - monitoring growth, development plans and project implementation with a view to fostering maximum community involvement in consultation processes and making submissions, where appropriate. This includes but is not restricted to responding to major development plans and preliminary draft master plans prepared under the *Airports Act 1996*.
2. Community Engagement² - expanding and improving the level of community communication and engagement relating to CACG activities, including in relation to the six prominent issues identified above.
3. Airport Safeguarding - proactively participating in public processes to ensure land use planning decisions do not result in inappropriate residential development, exposing residents to unacceptable impacts, including high levels of aircraft noise, or restrict the future operation of the airport.
4. Sustaining the CACG - ensuring appropriate membership and supporting members.

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

Strategy 1 - Airport Development and Growth

Work by Melbourne Airport on preparation of a Major Development Plan (MDP) for construction of the proposed third (East -West) runway continued, albeit at a lesser rate than anticipated. The CACG was regularly briefed on the program of studies being undertaken in conjunction with Runway Development Program (RDP). The timetable and sequencing of technical studies was explained and the CACG has been apprised of progress and changes as they have occurred. The CACG was briefed on the outcomes of the *Ecological Impact Assessment* at its August 2015 meeting and the airport continues to restate its commitment to being open and transparent throughout the process, releasing the findings of the studies as they are completed. As identified last year, some sections of the community are seeking answers that are not yet available and this is occasioning a sense of frustration. Importantly, the Commonwealth Government has determined that a major development plan (MDP) is to be prepared for the RDP and that it will be assessed under both the *Environment Protection and Biodiversity Conservation Act 1999* and the *Airports Act 1996*. The CACG is actively monitoring the planning and approval process with a view to ensuring all issues are responsibly addressed and community views fully considered, and will continue to do so.

Melbourne Airport is pursuing a significant capital investment program and updates the CACG on progress at each of its meetings. Notable developments over the past year were:

- Terminal 4 was completed and hosted its first flight on 18 August 2015

² The Melbourne Airport Community Aviation Consultation Group Communications and Engagement Plan can be viewed at www.melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/cacg-documents

- Airport Drive was completed and opened to traffic
- The plan to build four new warehouses was modified and an MDP for two of the initial four is currently being prepared
- An MDP for the Melbourne Air Traffic Service Centre (ATSC) Extension and Equipment Room Project was exhibited and the CACG made a brief submission relating to security. The MDP was approved in December 2015 and construction commenced in the first quarter of 2016.
- An MDP for a corporate jet base to provide enhanced facilities for users was exhibited.

The CACG considers planned projects and where appropriate, offers its views and participates in formal consultation processes. It will continue to do so and will monitor community reaction and facilitate community input as required.

Strategy 2 - Community Engagement

The four quarterly CACG meetings were attended by 71 residents³ and a total of 40 questions were asked and answered. The meetings continued to offer a forum for members of the community to engage directly with Melbourne Airport and Airservices Australia staff, both during the time set aside at each meeting for questions and submissions, and informally before and after meetings. Information stands at the meeting venue, staffed by Melbourne Airport and Airservices Australia for one hour prior to each meeting, are a regular feature.

The CACG commenced a 12 month trial of a modified meeting process at its February meeting with a view to making more time available for the community to actively participate, reducing the number of presentations of limited interest to the community and creating a block of quality time for members to consider the six prominent issues and other items. The trial model comprises a 2 hour CACG pre-meeting for members only, commencing at 4:00pm followed by a 1 1/2 hour CACG meeting at 7:00pm open to the public. The amount of time allocated for questions and submissions from the public at the CACG meeting has been increased from 30 minutes to one hour. The Chairman provides a brief report on the pre-meeting and Melbourne Airport reports on operations and new developments. The minutes of both meetings are published on the Melbourne Airport hosted CACG website. The model is resource intensive but preliminary indications are that it has been well received by members and the community. A review of the model will be conducted in November 2016.

In relation to the six prominent issues: community health will be addressed once Melbourne Airport has completed the relevant technical studies associated with the RDP MDP, an update on the RDP is presented at each meeting, a start has been made on aircraft noise abatement, curfews and noise sharing will be addressed once consideration of aircraft noise abatement is completed, inappropriate development is being addressed as a standing item — and is discussed more fully under 'Airport Safeguarding' (below), and ground transport will be attended to after consideration of curfews and noise sharing.

³ The figure quoted is an aggregate of the number of persons at each of the four meetings.

The CACG has received two presentations relating to aircraft noise abatement and two further presentations are planned. When these are completed, members will discuss options with a view to identifying possible improvements and documenting the subject for public dissemination.

Many of the issues raised by the public during question time relate to the proposed third runway and include: noise exposure, insulation of homes, compensation and health concerns. Melbourne Airport has advised most of these will be addressed in the technical studies for the RDP, with detail published in the draft MDP when exhibited. As stated earlier, some sections of the community are frustrated this information is not already available. Melbourne Airport has prepared a document listing frequently asked questions, based on CACG experience, which addresses a number of the issues and copies are made available to the community at the venue prior to each meeting.

Relocation of the Keilor noise monitor (environmental monitoring unit - EMU) by Airservices Australia emerged as an issue. The process was halted to allow consultation with Brimbank City Council and Susan Jennison (CACG community member from Keilor) and two alternative sites are now being trialled to identify a suitable, permanent location. Night operations, particularly departures to the south, continue to raise community concerns. Airservices Australia has reported on relevant data and the issue will be discussed by the CACG in conjunction with consideration of aircraft noise abatement.

Strategy 3 - Airport Safeguarding

The CACG has continued to press for greater attention to be paid to airport safeguarding⁴ and met with the Minister for Planning, the Hon Richard Wynne MP to discuss application of the planning framework to achieve this. Recent experience at Diggers Rest was also discussed to highlight the issues involved. The Victorian Government has introduced a number of measures to enhance airport safeguarding, including amending the *State Planning Policy* by referencing the *National Airports Safeguarding Framework* as a mandatory document to be considered, committing to review the *Melbourne Airport Environs Strategy* and updating the Melbourne Airport Environs Overlay, launching a new website *Planning for Airports* and conducting training on airport safeguarding for town planners.

The CACG made a submission in response to *Plan Melbourne Refresh*, advocating that greater recognition be given to the importance of Melbourne Airport and its protection in the plan, that the Tullamarine Freeway be widened, and greater priority be given to constructing an airport rail link.

The CACG also made a detailed submission in response to a proposal by Melbourne Water to rezone surplus land in Dallas, within the Melbourne Airport Environs Overlay 2, for intense residential development. Following consideration of an initial report from the Government Land Standing Advisory Committee, the Minister asked the committee to convene a workshop to identify a more acceptable zoning/use for the land and two further parcels in Brimbank City.

⁴ Airport Safeguarding is the term used by the Commonwealth and state governments to describe protection of airport operations and communities living around airports from the impact of aircraft operations.

The CACG remains concerned that the importance of airport safeguarding is not sufficiently well understood across government and consequently not enough attention is being given to it. The CACG will monitor the effectiveness of arrangements introduced by the Victorian Government and continue to participate in high level forums to promote improvements to the airport safeguarding framework. It will work to ensure the potential adverse impact of airport operations on current and future residents is minimised and the future operation of the airport is safeguarded.

Strategy 4 - Sustaining the CACG

Membership of the CACG was kept on hold during the year pending the Commonwealth Government's response to the review of CACGs and PCFs by Orima Research. This, combined with the resignation of Deanna Van Rooy, has resulted in two of the six community member positions being vacant. This will need to be addressed in the coming year. Agencies with representatives on the CACG were invited to nominate proxies to attend where the nominated member is unable to attend. This has occurred and details of persons nominated are listed under 'Members' above.

As discussed earlier, a new model for CACG meetings is being trialled during 2016. The trial sees most reports being presented to the CACG pre-meeting and a block of quality time set aside for members to hear from technical experts and consider the prominent issues in some detail. It is anticipated this will not only result in better outcomes but be a more positive experience for CACG members. The strategic planning workshop held in August 2015 also identified a number of further items for attention. This work is continuing and will be progressed over the coming year.

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 2015 year are also shown for comparison.

Item No.	Description	Measure	Target	Result 2015	Result 2016
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	110	71
3 a.	Effectiveness of meetings	Attendance by Group members	80%	76%	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	4	2.94	3.28

		<p>3. satisfactory performance but with significant areas requiring improvement</p> <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 2015/16

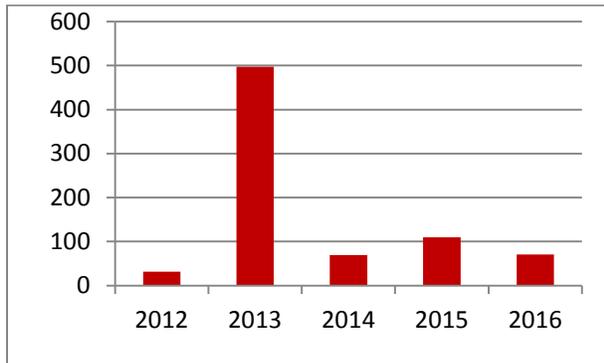


Chart 1 - Community Attendance

The CACG met its primary requirements, holding four meetings during the year and with a good level of public attendance, albeit less than the target figure of 100.

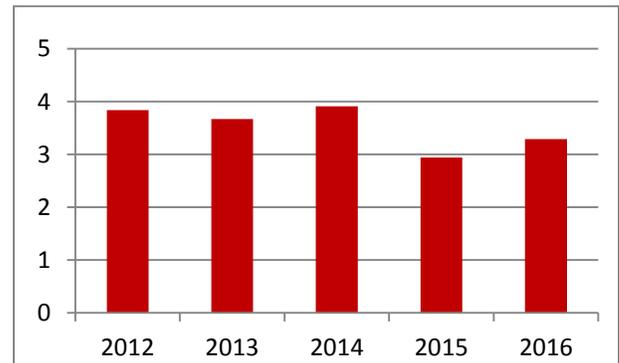


Chart 3 - Meeting Effectiveness

A 54% return was achieved in response to the members' survey. A number of members feeling they were not sufficiently qualified to complete the assessment. Members' self assessment of performance (3.29) was higher than last year's result but less than the target (4) and less than the long term average. This rating signifies satisfactory performance but with some areas requiring improvement. Some members felt performance fell well short of expectations while others felt the CACG was generally effective.

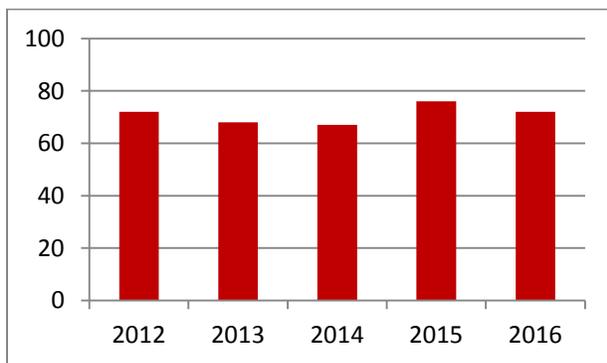


Chart 2 - Member Attendance

Attendance by members was 72%, again marginally below the 80% target.

Members were invited to suggest ways in which the performance of the CACG can be improved and the feedback received will be considered when the review of the trial meeting model is reviewed in November 2016.

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 Paper⁵ 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.

CONTACTS

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⁵ Australian Government National Aviation Policy White Paper: Flight Path to the Future, December 2009
www.infrastructure.gov.au/aviation/nap