

Minutes – Community Aviation Consultation Group

Thursday 24 March 2011, 13:00-15:00

Melbourne Airport, T2, Hume Conference Room

Present: Darrell Treloar, Independent Chair; Kevin Sheahan, Community; Susan Jennison, Community; Domenic Isola, AMAC; Cr Adam Atmaca, AMAC; Brian Boyd, Victorian Trades Hall Council; David Hodge, Department Planning & Community Development.

Also in attendance were: Carly Dixon, Melbourne Airport; Darren Olsson, Airservices Australia; Ann Redmond, Department of Infrastructure and Transport; Katie Conn, Department of Infrastructure and Transport; Jo Powell, Melbourne Airport; Chris Woodruff, Melbourne Airport; Nathan Agnew, Melbourne Airport; Linc Horton, Melbourne Airport.

Apologies: Warren Bennet, BARA; Andrew MacLeod, Committee for Melbourne.

1 Introductions – Darrell Treloar, Chair

Welcome to the inaugural CACG. Congratulations to Melbourne Airport on taking positive action to establish the CACG in response to the Australian Government's National Aviation Policy White Paper.

Thank you to all CACG participants. Each of you brings different skills and experience to the group. Airports play an important role in the wider economy. However there is a need for airports and their communities to co-exist together. With this in mind, we have key tasks:

- To tap into the community to understand community thinking, identify changes in attitudes or emerging issues and provide advice to Airport Management;
- Ensure that the Community receives the information it needs to fully understand what is happening and is planned to happen at the airport.

Building on existing community engagement activities at the Airport we can build strong partnerships with the community and Melbourne Airport and make an important contribution to its future.

2 Welcome - Chris Woodruff, CEO Melbourne Airport

Melbourne Airport is part of the community. This is in terms of employment, providing services, managing development and partnering with groups like Western Chances. We take engaging with the community seriously.

Melbourne Airport has long recognised that working with the local community is paramount to delivering operations successfully. Working with the local government and community forums have been critical to ensuring that all appropriate bodies are informed, engaged and given opportunities to shape the development of the airport now and into the future. The CACG formalises this process.

Melbourne Airport plays a key role in the region, State and Nation's economy and is a vital piece of infrastructure.

At the same time we are mindful that we have a broad community base that we must consider as we conduct our day to day operations and plan for the future. Our community includes residents, local businesses, travellers, airlines, business partners, Governments at Commonwealth, State and local levels, employees and contractors. We are committed to being a good neighbour and want to ensure

that the local community benefits from our business being located on their door step. The current Essendon Football Club Training Facility Development, is a good example of a project that has ongoing benefits for the community. This development will provide recreational facilities, including walking path and playing fields that will be open to the public.

A challenge for us is the rapid rate of growth occurring at Melbourne Airport. This can be seen in our domestic and international businesses. Victoria's population is growing; markets in China, South East Asia and India are growing. There are also changes in the industry including consolidation, Low Cost Carriers, increased competition. In turn this is going to place greater pressure on us collectively as a group, to ensure that our development balances the sometimes competing business demands and needs of the community.

Work is starting on our next Master Plan and will outline how the site will develop over the next 20 years. This will be challenging as we need to identify a third runway.

Our work with the community must be long term and we must get it right. Melbourne Airport looks forward to working with you and the contribution that the group will have to our planning, development and operations.

3 Background Briefings

3.1 Background to CACG - Ann Redmond, Department of Transport and Infrastructure

The National Aviation White Paper was released in December 2009 and for the first time sets out the Australian Government's long-term policy objectives for the aviation industry. The Government sees airports being part and parcel of being within the community and therefore airports must integrate within their local communities.

The CACGs play an important role in this integration. The primary purpose of the CACG is to ensure that the community views are effectively heard by the airport and to give members the opportunity to obtain information about what is happening on-airport. CACGs should identify, discuss and explore issues relevant to their particular community. Issues could include dust, noise or economic development.

Ron Brent was recently appointed the Aircraft Noise Ombudsman and would welcome an invitation to attend a future meeting of the CACG.

To complement the CACGs, recent legislation amendments are focusing on the community. This includes the introduction of a "significant community impact" trigger for Master Development Plans. These triggers are currently drafted and open for comment. Submissions are due by 31 March, however extensions are possible.

Action: Noise Ombudsman to be invited to attend a future meeting – Darrell Treloar / Jo Powell

3.2 Relationships with other committees - Carly Dixon, Acting General Manager, Corporate and Public Affairs

Melbourne Actively actively works with the community. We have a range of existing relationships with the community, including:

- Noise Abatement Committee

- Social Responsibility program; this includes partnerships with Salvation Army, Western Chances
- Consultation for projects such as the Runway Overlay and Essendon Football Club

These committees and partnerships will continue. It is envisaged that the CACG will link into these groups.

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3.3 Existing complaints handling mechanisms – Carly Dixon, Acting General Manager, Corporate and Public Affairs

Community members can currently provide feedback to Melbourne Airport through:

- Website
- Email inquiries
- Phone
- Quality Service Surveys

High service levels are important to Melbourne Airport therefore we frequently review this feedback and respond as necessary.

It is not envisaged that CACG members will be responsible to handle day to day inquiries or complaints. Rather the members' energies should be focused on strategic issues. Should members receive complaints, please contact Carly or Jo and we will ensure the correct process is followed.

3.4 Administrative Arrangement –Jo Powell, Stakeholder and Government Relations Advisor

Melbourne Airport will cover reasonable costs related to CACG responsibilities for community representatives. This will cover car parking to attend meetings for example.

4 Reports

4.1 Terms of Reference – Darrell Treloar, Chair

See Report 4.1. It was **AGREED** that the Terms of Reference be adopted.

(Postscript: Since the meeting we have become aware that the terminology used by the Commonwealth is "Community Aviation Consultation Group" and not Community Aviation Consultative Group". This change has been included in the approved Terms of Reference enclosed with these Minutes)

4.2 Meeting venues, dates and times – Darrell Treloar, Chair

See Report 4.2. Possible meeting dates and times were discussed and it was **AGREED** that meetings be held on the third Tuesday in the middle month of each quarter, commencing at 6:00pm. It was also **AGREED** that the venue rotation set out in the report be adopted.

4.3 Standard Meeting agenda – Darrell Treloar, Chair

See Report 4.1. It was **AGREED** that the Standard Meeting Agenda be approved.

4.4 Work plan / Capital Plans – Nathan Agnew, General Manager Strategy and Planning

Melbourne Airport develops a Master Plan every 5 years. This plan covers a 20 year planning period. This long term approach provides a long term plan for a safe, secure, efficient and environmentally sustainable use of the airport site, that links into other planning and development strategies. The last plan was completed in 2008. Work will begin shortly on the 2013 Master Plan.

Our Master Plans are developed around 5 main philosophies:

1. **Capacity addition** matched to forecast passenger growth
2. New build to be consistent with **precinct plans**
3. **Interim use** of land acceptable, provided:
 - Payback , when ultimate use required
4. **Plan for end to end journey** by integrating roads, public transport, car parks and terminals
 - For example, T5 (Jetstar) precinct
5. **Plan for at least 10 years, preferably 20**
 - To ensure today's capacity addition avoids re-work in the future

In addition to the long-term planning, we have a number of key projects underway. These include:

- T2E (expansion): is a five-year, \$330M expansion of Melbourne Airport's international terminal (Terminal 2). The expansion plans represent the largest upgrade to Melbourne Airport's facilities since it was built in the 1960s.
- Runway overlays: we are currently undertaking routine maintenance on our two runways. This \$45 million project is essential to ensure we continue to provide facilities that are in optimum safety conditions. The nature of the work has meant some flight paths will be used more or less at times.
- Essendon Football Club Training Facility: Essendon Football Club is building new training facilities on the Airport site on Melrose Drive (subject to planning approval). This will provide the community, amongst a range of things, with access to a playing oval and a 1km running track.
- Road network: We continue to invest into the airport's road network to ease congestion on the surrounding road network. This will promote better safety and efficiency outcomes for all stakeholders.
- Aircraft parking: We are continuing to enhance our aircraft facilities.

5 Other Business

Brian Boyd raised the issue of an Airport Rail Link. Carly Dixon that the Airport was working on this initiative with the State Government. It was **AGREED** this be listed for discussion at a future meeting.

6 Close

The meeting closed at 3:00 pm.

7 Next Meeting

The next meeting will be held at at 6:00 pm on Tuesday 17 May 2011.