

**MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP**  
**Minutes – Tuesday 20 November 2012, 5:30-6:30pm**  
**Maygar Room, Hume Council Offices, 1079 Pascoe Vale Rd, Broadmeadows**

<b>Present:</b>	Darrell Treloar	Independent Chair
	Susan Jennison	Community Member
	David O'Connor	Community Member
	Domenic Isola	Australian Mayoral Aviation Council
	Stephen Palombo	Board of Airline Representatives Australia
	Adem Atmaca	Australian Mayoral Aviation Council
	Catherine Hunichen	Noise Abatement Committee
	David Kirkland	Department of Planning & Community Development

**Also in attendance were:**

Chris Woodruff	Melbourne Airport
Matt Francis	Melbourne Airport
Bryan Thompson	Melbourne Airport
Jo Powell	Melbourne Airport
Trent Kneebush	Melbourne Airport
Melanie Hearne	Melbourne Airport
Mark Cenin	Airservices Australia
Elissa Keenan	Airservices Australia
Phil Owen	Airservices Australia
Rod Burgess	Department of Infrastructure & Transport
Leonie Horrocks	Department of Infrastructure & Transport
Sarah Renner	Melbourne Airport
Linc Horton	Melbourne Airport
Michael Prebeg	Melbourne Airport
Matt Jones	Melbourne Airport Consultant

**Apologies:**

Brian Boyd	Victorian Trades Hall Council
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**1. Introductions – Darrell Treloar, Chair**

The Chair welcomed attendees.

**2. Confirmation of minutes of meeting held 21 August 2012 – Darrell Treloar, Chair**

Revised minutes were circulated to the group. These changes incorporated feedback from Stuart Menzies, Brimbank City Council, who suggested Section 5 : Social and Economic Study, be modified to include “concerns were expressed by some present regarding the validity of the results.”

It was **AGREED** that the revised minutes of the meeting held on 21 August 2012 be confirmed as an accurate representation of the meeting. It was also **AGREED** that in future, minutes being uploaded to the website be clearly marked “Draft - Unconfirmed Minutes” until they have been confirmed at the next meeting.

### **3. Master Plan update, Bryan Thompson & Chris Woodruff, Melbourne Airport.**

#### **Master Plan Update – Bryan Thompson**

Bryan Thompson provided an update on the Master Plan. The draft Master Plan will be on public exhibition from February/ March 2013. Since beginning the Master Plan process, Melbourne Airport has taken the approach of no surprises and being open and transparent about the development of the Master Plan. In early 2012, the passenger forecasts were released. In August, at the Stakeholder Event, the Elevated Loop Road, was announced. Today, Melbourne Airport will indicate its preferred orientation of the third runway.

#### **Preferred Orientation of the third runway – Chris Woodruff**

Since 1990, Melbourne Airport's Master Plans have shown two additional runways; one north-south and one east-west. Due to planning and construction timelines and the need to provide more capacity, the draft 2013 Master Plan will show Melbourne Airport's preferred orientation for the third runway.

Forecasts show that Melbourne Airport's existing two runways will reach capacity somewhere between 2018-2022 to cater for 40-45 million passengers.

Extensive research was undertaken to determine the preferred orientation to the third runway.

The following criteria were used to assess both runway options:

- Capacity which includes safety, aircraft movements and minimising delays for aircraft on the ground and in the air.
- Community which includes the impacts on the surrounding residents, sustainability and economic impact;
- Environment which includes the impact on land, noise and emissions
- Financial which includes the cost and length of time for construction, as well as consideration of aircraft operating costs
- Growth which includes providing capacity for the future growth in demand.

The new east – west runway will be located 2 km to the south of the current cross runway and be 3 km in length. The cost of the third runway is expected to be approximately \$0.5 billion.

While previous Master Plans have shown the noise contours for the third and fourth runway, the new east-west runway will mean that there will be more planes flying in the east and west of the airport. Recognising that aircraft create noise, Melbourne Airport will continue to work with Airservices and airlines to limit these noise impacts where possible.

The final design for the flight paths will start two years prior to the expected opening of the new runway. It is anticipated that most of the existing flight paths will remain and will be accessible from all runways. Airservices, who manage the flight paths, will be heavily involved in the process.

The 2013 Master Plan is not the approval process for the third runway. Following the approval of the Master Plan, Melbourne Airport will be required to seek further approval to build the runway through a Major Development Plan (MDP). This process is likely to commence around 2015/2016, and will involve consultation with the community, government and other stakeholders. Subject to planning approval construction will take several years.

The public meeting scheduled to commence this evening at the Broadmeadows Town Hall at 7pm, will focus on the third runway.

The presentation was **NOTED**.

#### **4. Airport Drive Extension and Steele Creek North Stormwater Enhancement Project, Linc Horton, Melbourne Airport.**

Melbourne Airport is planning a new approach to the airport from the Western Ring Road through a 3.7 kilometre extension of Airport Drive from Sharps Road to Mercer Drive. The Airport Drive extension will provide a second entry point into the airport precinct and relieve some of the congestion on the Tullamarine Freeway and reduce the amount of airport traffic using Melrose Drive.

The Airport Drive extension will consist of a four lane divided road (two lanes in each direction), with the provision to expand to six lanes at a later time. The works will include a shared pedestrian and bike path adjacent to Airport Drive.

In addition Melrose Drive will also be redesigned to limit the airport traffic accessing residential streets. To maintain local access to Melrose Drive, Essendon Football Club and the Business Park, a new road, Watson Drive will be constructed.

For safety reasons, Link Road will be re-aligned to form an intersection with Airport Drive and Watson Drive.

While the road projects are being developed, a storm water system for Steele Creek North will be implemented to manage the quality and quantity of water entering the system.

This will involve the construction of retarding basins, containing native grasses which remain empty most of the time. The water system will also consist of low level slopping land along Airport Drive, Sky Road and Link Rd. Finally, grassed earth mounds will run along Airport Drive. These features will be landscaped to improve the visual amenity of the areas.

The construction of the Airport Drive project is valued at around \$80 million. This is part of the \$1 billion the airport is spending over the next five years to improve terminal facilities and the road network. These plans are consistent with Melbourne Airport's 2008 Master Plan, 2008 Environment Strategy and 2009 Ground Transportation Plan.

A meeting for local residents was held on Monday 12 November at the Airport Club. About 40 local residents attended.

The Preliminary draft MDP will be on Public exhibition shortly and run for 60 business days until Friday 8 March 2013.

The presentation was **NOTED**.

#### **5. Airservices Smart Tracking, Mark Cenin Airservices Australia**

Mark Cenin presented on the introduction of Smart Tracking in Melbourne.

Airservices has been working with Melbourne Airport and airlines to plan for the future. Smart Tracking will be the cornerstone technology to cater for the future.

Smart Tracking is a specialised flight management system installed in the cockpit of aircraft that use Global Positioning System (GPS) information to fly aircraft with high accuracy and only a small variation in the actual flight tracks flown from one aircraft to another.

Smart tracking aircraft fly with greater accuracy than those using conventional navigation means. This gives them the ability to follow flight paths with high precision and to make smooth curved approaches even when close to the airport in all weather conditions. This makes air travel safer, cleaner, more dependable and with the potential for better noise outcomes for communities living close to airports.

Smart Tracking has been successfully trialled at Melbourne Airport since 2009 and 16 other Australian airports. Airservices are now intending to implement this system early 2013.

More information is available at [www.airservicesaustralia.com/projects/smart-tracking](http://www.airservicesaustralia.com/projects/smart-tracking).

The presentation was **NOTED**.

## **6. Noise Abatement Committee Update, Catherine Hunichen, Noise Abatement Committee**

Catherine Hunichen gave an update and overview of the Noise Abatement Committee meeting held on 19 November 2012.

- There were 6 complaints for Melton listed from one person.
- The East – West runway was used more often in June, July and August due to weather conditions.
- A new reporting format will be discussed next meeting.

The update report was **NOTED**.

### **7.1 Recruitment of CACG Members – Darrell Treloar**

Darrell Treloar gave an update on the recruitment of new CACG members.

- 6 applications were received and all candidates were interviewed.
- 1 late application was received and returned to the applicant
- 2 candidates were selected: Robert Walters (Keilor Park) and Mateja Rautner (Plumpton)

The update report was **NOTED**.

### **7.2 Work Plan status of action: Jo Powell, Melbourne Airport**

The updated Work Plan was presented and noted by the CACG.

## **8 Other Business**

### **8.1 Strategy Day: CACG Strategic Plan, Darrell Treloar, Chair**

The CACG meeting scheduled to be held Tuesday 26 February 2013 at the Broadmeadows Town Hall will now be held Tuesday 26 March 2013 instead, following the expected release of the draft Master Plan.

A strategic planning evening will now be held on February 26 February 2013.

## 8.2 2013 Dates

Date	Location	Venue
Strategy Evening: Tuesday 26 February 2013	Melbourne Airport	Melbourne Room
Tuesday 26 March 2013	Broadmeadows	Broadmeadows Town Hall 1079 Pascoe Vale Road Broadmeadows TBC
Thursday 23 May 2013	Diggers Rest	Diggers Rest Community Hall Diggers Rest Recreation Reserve Plumpton Road, Diggers Rest
Tuesday 20 August 2013	Keilor	TBC
Tuesday 19 November 2013	Bulla	Jack McKenzie Community Centre Green Street Bulla TBC

All 2013 dates and proposed locations for meetings were **AGREED**.

## 8.3 Minutes – Susan Jenison

Mrs Jennison noted concern about the number of questions raised by the public in the Annual Report

**Action:** To discuss at the Strategy Evening on 26 February 2013

## 8.5 Airservices NICS – Susan Jenison

Mrs Jennison noted concern that the NICS reports no longer noted the number of contacts.

Mark Cenin discussed the new procedure where Airservices now reports the number of issues, rather than number of contacts. This approach has been endorsed by the Federal Aircraft Noise Ombudsman.

### 8.5 Tapestry in Arrivals Hall – Susan Jenison

Mrs Jennison enquired as to the location of the Tapestry that previously hung in the terminal.

**Action:** Melbourne Airport to investigate.

### 8.6 Safety Concerns – Susan Jenison

Mrs Jenison, when travelling through the Arrivals Hall, was concerned to see only two emergency exits.

Melbourne Airport confirmed that the fire exit points are in accordance with safety procedures. There are five exit points in the T2 Arrivals Hall, each point has 2 to 4 exit doors.

### 8.7 Airport Safeguarding – David O'Connor

Mr O'Connor informed the Group that Insight Planning Consultants and Roberts Day plan to hold a Community Ideas Workshop on Sunday 2 December at the Diggers Rest Community Hall. The land owner has initiated this process as a means of better understanding the views and ideas of the community prior to the preparation of their planning permit application for the subdivision of the land.

The Group discussed this in terms of Airport Safeguarding and increasing density around the airport.

It was **AGREED** the matter be referred to the Planning Coordination Forum.

## 9. Close

The Chair advised that a Strategy Evening will be held on 26 February 2013 at Melbourne Airport. The next ordinary meeting will be held at 6:00 pm on Tuesday, 26 March 2013 at the Broadmeadows Town Hall, 1079 Pascoe Vale Road, Broadmeadows.

The meeting closed at 6:30 pm.

Actions Summary			
Meeting	Item	Lead	Status
20 November 2012	Annual Report process	Darrell Treloar	To discuss at Strategy Evening on 26 February.
20 November 2012	Melbourne Airport to investigate location of Tapestry	Jo Powell	