



Noise Abatement Committee Minutes

Meeting Date:	Monday 19 February 2018
Time:	10.30am-12.00noon
Location:	Melbourne Room, Melbourne Airport

<p>Present: Trent Kneebush - Melbourne Airport (Chair) (TK) Natalie McGlone – Melbourne Airport (NM) Fenella Maine – Hume City Council (FM) Steve Finlay – Melton City Council (SF) Lorraine Dawsey – Brimbank City Council (LD) Darrell Treloar – CACG Chair (DT) Tony Clark – Virgin Australia Airlines (TC) Ruth Jost – Airservices Australia (RJ) Sarah Tailby – Department of Infrastructure, Regional Development & Cities (ST) Kevin Martin - Department of Infrastructure, Regional Development & Cities (KM)</p>	<p>Apologies: Leanne Deans – City of Brimbank Paul D’Elia – Virgin Australia Amelia Donato – Melbourne Airport Robert Cobolli – City of Whittlesea Petrus Barry – Moonee Valley City Council Josh Ireland – Department of Infrastructure, Regional Development & Cities</p>
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1.	Welcome & apologies
	Trent Kneebush welcomed the attendees to the meeting and noted apologies.
2.	Minutes of previous meeting
	<p>The minutes of the previous meeting were accepted.</p> <p>Actions from previous meeting:</p> <p>Action 1: Council representatives to consider what aircraft noise complaint data/information would be useful for Airservices to report on prior to the next NAC meeting.</p> <p>The above matter is discussed under item 3 below.</p>
3.	Noise complaints data and reporting
	<p>Ruth Jost, Manager Noise Information and Complaints Service (NCIS), Airservices Australia presented to the group about complaint handling by the NCIS. The presentation included information about the Airservices approach to complaint handling, the complaint classification scheme and how reporting on complaints is undertaken. Ruth emphasised that the Airservices complaint handling process comprises a focus on</p>

analysis (what is the issue?), investigation (can we change it? Can we explain it?) and response (Explanation, outcome, reasons).

Common complaints received by the NCIS relate to: noise movements, standard flight path movements and unusual movements. Complaints about night movement commonly relate to runway direction. Complaints about standard flight path movements commonly relate to runway directions. Complaints about unusual movements can relate to weather diversions, traffic management, radar departures, missed approaches, direct tracking or other issues.

Ruth explained that complaints are handled as cases. One case can attract numerous complaints and is responded to according to analysis of the issue, investigation of the issue and the response. In any reporting period, a complainant only needs to contact Airservices once about an issue to appear in Airservices reports as 'one complainant with that issue'. Reporting occurs on a monthly (airport reports) and quarterly (online reports) basis.

When asked why Airservices does not report on the number of submissions. Ruth explained that if there is no possibility of a situation being improved the number of submissions cannot change this outcome. There is a need to be fair to all complainants so that a complainant who lodges many submissions receives the same level of treatment as a complainant who makes one submission.

Ruth advised that Airservices have improved their reporting processes to provide communities with a broader spectrum of data captured by Airservices in relation to complaints.

4. Airservices report

The NCIS recorded 43 active noise complaint cases during the October - December 2017 quarter, of which 16 (37%) related to Runway 16 Departures, 11 (26%) related to Runway 34 Arrivals and 10 (23%) related to multiple runway directions. 76% of all cases related to standard flight path movements. An analysis by municipality showed 40% of the cases were from residents of Brimbank City Council.

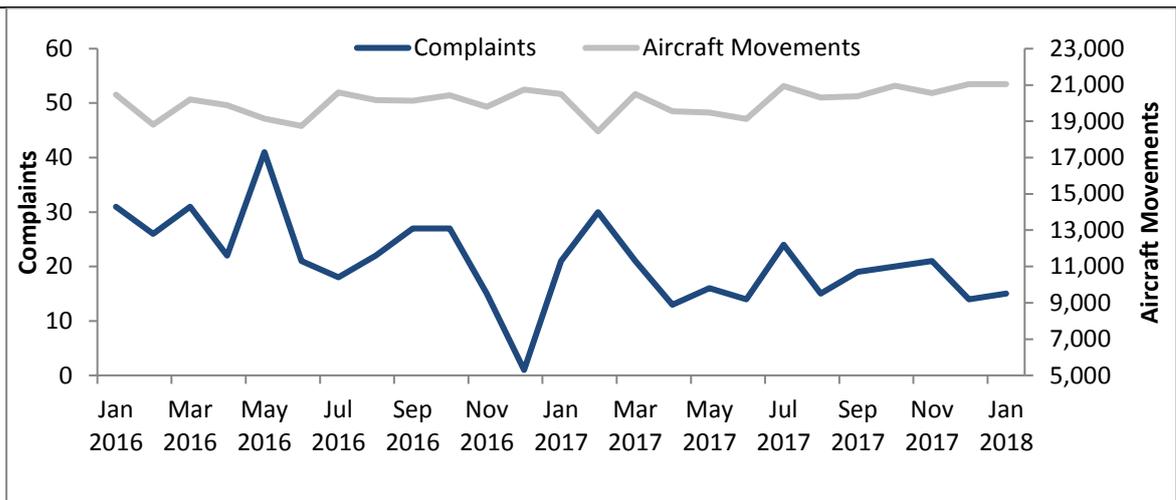
5 Melbourne Airport report

5.1 Monthly noise data by municipality

Municipality totals:

Council	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Total
Brimbank City Council	7	8	7	9	22
Hume City Council	2	2	2	1	6
Melton City Council	1	3	1	1	5
Moonee Valley City Council	3	3	1	2	7
Whittlesea City Council	-	1	-	-	1
Other	7	4	3	2	14
Total	20	21	14	15	55

5.2 Aircraft movements vs number of complaints



5.3 Master Plan & RDP MDP

The Preliminary Draft 2018 Melbourne Airport Master Plan is nearing completion. The airport is currently in the process of finalising preferred ANEF contours, flight paths and airspace. It is expected that the exposure draft of the Master Plan will be forwarded to the Commonwealth Government for consideration in early March. Formal exhibition and community consultation on the Preliminary Draft Master Plan will commence on 1 June until 24 August 2018. Prior to formal exhibition of the Preliminary Draft Master Plan Melbourne Airport will undertake consultation with local councils in relation to airport noise contours and other elements of the plan.

The RDP MDP is following a similar process to the Master Plan, but with exposure draft chapters being reviewed by the Commonwealth Government and State Government in stages. Public exhibition of the MDP is expected to commence in July. Consultation with local councils on the MDP will take place prior to the exhibition process.

5.4 Safeguarding update

Melbourne Airport reported that a panel hearing is to be held in relation to a proposal to rezone land (Hume Planning Scheme Amendment C205) east of Mickleham Road. Melbourne Airport will seek to have a Section 173 Agreement, notifying future residents of aircraft activity, attached to the titles for the new lots when created. This triggered a lengthy discussion regarding airport safeguarding and it was very apparent that awareness of the importance of this issue is increasing.

6. Reports from other members	
	<p>6.1 Melton City Council</p> <p>SF advised the application to amend an existing Section 173 Agreement applying to land at Diggers Rest and requiring 2,000 sq.m minimum lot sizes, to allow normal density residential development, was withdrawn by the applicant following council officer advice. This is the application that was mentioned in discussion at the CACG working day held on 14 February. SF further advised that an application to redevelop the site of the former Diggers Rest Hotel (destroyed by fire) to create a restaurant, function centre and</p>

associated accommodation has been received.

6.2 CACG update

CACG meeting held 21 November 2017, Bulla

DT gave an update on the 21 November 2017 CACG meeting at Jack McKenzie Community Centre. A written report was circulated.

DT outlined that at the November meeting Linc Horton, Executive Property, Melbourne Airport updated the CACG on an environmental assessment being done at the airport.

Travis Jones, Head of Security, Melbourne Airport briefed the CACG about current practices relating to security and incident reporting including the airport's response to criminality and terrorism.

The CACG considered three papers prepared by the airport relating to the CACG's operation and made some significant changes resulting in the following:

- a. The CACG pre-meeting is to become the CACG meeting and will be held quarterly at Melbourne Airport from 2:00-5:00 pm. The meeting will be closed to the public.
- b. The CACG will hold working days, in addition to its quarterly meetings, to address significant items and handle the increased workload associated with the new master plan and runway projects
- c. Melbourne Airport will directly manage community engagement in future and the open CACG meeting has been abandoned. The CACG will participate in some aspects of community engagement.

The open meeting was attended by 8 members of the public and 12 questions were asked and answered. The minutes of the two meetings will be available online, at <https://www.melbourneairport.com.au/Corporate/Community/Community-Agency-Consultation-Group> once they have been approved by the CACG at its meeting.

CACG Working Day, 14 February 2018, Melbourne Airport

The CACG held a working day last week and discussed the following matters:

- a. Curfews, noise sharing and airport safeguarding
- b. Melbourne Airport environmental management
- c. Melbourne Airport community engagement strategy for the 2018 master plan rollover

The latter two were principally information sessions with members being invited to provide input regarding the community engagement strategy. Broad timings for the master plan were advised as being:

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| • Pre-exhibition | Mid-April - May 2018 |
| • Public exhibition | 1 June - 24 August 2018 |
| • Post exhibition | Late 2018 |
| • Submission to Minister | Late 2018 |
| • Approval or refusal | February/March 2019 |

The morning was devoted to the first matter and excellent presentations were provided

	<p>by:</p> <ul style="list-style-type: none"> • Russell McArthur, Director Aircraft Operations - Commonwealth Department of Infrastructure, Regional Development and Cities; • David Kirkland, Manager State Significant Projects - Victorian Department of Environment, Land, Water and Planning; • Professor Michael Buxton, Professor of Environment - School of Global, Urban and Social Studies, RMIT University; and • Michael Jarvis and Kathryn Hodges - Melbourne Airport. <p>Members gained an understanding of the meaning of, justification for and use of curfews and noise sharing. They were also made aware of the use of town planning controls and noise abatement procedures as tools for airport safeguarding. Finally they were given an assessment which highlighted the ineffectiveness of those tools in the past, in relation to minimising noise impacts on communities and safeguarding future 24/7 operation of the airport.</p> <p>It was clear that while some in the local community are distressed by aircraft noise, the Commonwealth Government, Victorian Government, Melbourne Airport and the wider metropolitan community are strongly opposed to the introduction of a curfew.</p> <p>It was recognised that town planning controls and the use of noise abatement procedures will only be effective if:</p> <ul style="list-style-type: none"> • the inappropriate development of land impacted by aircraft noise for residential purposes is stopped by preventing further re-zonings in affected areas; and • a restriction is placed on increasing the density within existing residential areas which are or will be affected by aircraft noise. <p><u>Upcoming CACG Meeting 20 February 2018, Melbourne Airport</u></p> <p>In addition to the routine reports, presentations will be made to the meeting in relation to:</p> <ol style="list-style-type: none"> a. Ground transport planning (deferred from last meeting) b. Airport disaster planning arrangements
7.	Any other business
	<p><i>7.1 Smart planning</i></p> <p>The group discussed the State Government's focus on Smart Planning and considered that it would be worth exploring opportunities to have the airport's planning directions reflected in Smart Planning communications.</p> <p><i>7.2 Master Plan Briefing</i></p> <p>NM requested that she brief the NAC at its next meeting on the Preliminary Draft 2018 Melbourne Airport Master Plan. The next NAC meeting is scheduled for 14 May and formal exhibition of the Preliminary Draft Master Plan starts in early June.</p> <p>Action: Natalie McGlone to brief the NAC on the Preliminary Draft 2018 Master</p>

	Plan at the next meeting.
7.	Next meeting
	Monday 14 May 2018, 10.30am – 12.00pm
Summary of Actions	
	Action: Natalie McGlone to brief the NAC on the Preliminary Draft 2018 Master Plan at the next meeting.

DRAFT