



Noise Abatement Committee Minutes

Meeting Date:	Monday 16 May 2016
Time:	10.30am-12.00noon
Location:	Melbourne Room, Melbourne Airport

<p>Present: Melanie Hearne - Melbourne Airport (Chair) Trent Kneebush – Melbourne Airport Paula Bradshaw - Melbourne Airport Anna Gillet – Melbourne Airport Josh Ireland - Department of Infrastructure & Regional Development Leanne Deans - Brimbank City Council Neil Hall - Airservices Australia (via telephone) Andy Johnson - Hume City Council Steven Finlay - Melton City Council Darrell Treloar - CACG</p>	<p>Apologies: David Farrell – Melbourne Airport Nick Seselja – Airservices Australia Cr Kozmevski – City of Whittlesea</p>
	<p>Absent: Board of Airline Representatives Australia Department of Environment, Land, Water & Planning Hobsons Bay City Council Moonee Valley City Council Moreland City Council Maribyrnong City Council Qantas Virgin Australia EPA</p>

1.	Welcome & Apologies
	Apologies as noted above.
2.	Confirmation of minutes
	Minutes of the meeting on Monday 15 February 2016 were accepted.
3.	Airservices Report
	<p><i>3.1 Technical Noise & Environment Working Group Update (TNEWG)</i></p> <p>The TNEWG has now been aligned to be held the day after the Runway Parallel Runway Operations Steering and Implementation Group (Prosig) meetings.</p> <p>Discussed the GLS – precision approach, implementation at Melbourne is May 2017, to also</p>

be discussed later in the agenda

3.2 Keilor Noise Monitor

The Keilor village monitor wasn't providing accurate reading due to the aircraft angles when flying over the monitor. It was removed as readings couldn't be rigorous and didn't meet the required standard. Engagement with the community has occurred and some temporary monitor locations are being proposed for Horseshoe Bend in Keilor or at private residence in Norwood Drive, East Keilor.

Horseshoe Bend Road is close to the old monitor and the Keilor village and is better placed for readings. Working with other Government stakeholders for a permanent location around Horseshoe Bend.

The existing temporary monitors will remain in place for 3 months with ongoing community consultation in terms of the permanent.

3.3 Summary of Airservices Aircraft Noise Information Report Melbourne Basin Q1 2016

Runway 09 had the highest movements in January since March 2014, due to weather/seasonal winds. There were no changes in procedures, rather only runway use due to winds.

ANIR Grid Map Analysis

New format was trialled in Melbourne Q1 2015 but not considered feasible with current cost containment at Airservices. Same information will be presented online and will be more regular on a monthly basis rather than a quarterly presentation.

Update on RNP and GLS

Runway 16 RNP – no update to report. Further update will be provided at the August NAC and CACG meetings.

The flight path affecting a new residential community to the north won't be pursued at the moment, but other flight paths might be able to progress. The flight path affecting the new development will go back through the process to be environmentally assessed.

Visual representation will be required for the next update, in comparison to the existing flight paths and what is proposed.

Airservices need to be aware of Hume and Whittlesea growth areas and future residential development. Further engagement required with councils, community and Airservices. The area of concern is outside of the ANEF and also outside the N contours with aircraft very high, but some people may be affected by noise. It is important that Airservices work with Councils in making people aware of the potential flight paths.

Runway 34 GLS Approaches – still under development, however, flight path changes will be required and will need CASA approval. No changes to approaches, but airspace changes do

	<p>need to occur over the water further south. Approval required from CASA and may impact light aircraft flight paths, but not expecting any community impacts. Further update will be provided at the August NAC.</p> <p>Runway 09 draft flight paths tracked over Melton, but have been re designed changes to avoid residential areas as much as practicable. Considering the environmental impacts early is important to keep clear of residential <i>3.4 Online Reporting</i></p> <p>ANIR reports are moving to an online format. Expected rollout in July 2016 and data to be available monthly. It will be the same information. Should be able to show runway arrivals and departures not just total runway figures.</p> <p>Action 1: Airservices to provide update on the Runway GLS Approach flight path process at the next meeting.</p> <p>Action 2: Online presentation of new ANIR Reports and show functionality can show arrivals and departures.</p> <p>Action 3: Show functionality of WebTrak My Neighbourhood and data available.</p>
4.	<p>Melbourne Airport Report</p>
	<p><i>4.1 Monthly noise complaints data by municipality</i></p> <p>New Noise Report format has been released, unfortunately we don't have Q4 2015 figures but will be in the online format when released.</p> <p>Client contact was higher in Brimbank which is reflective of the increased runway use of departures to the South due to seasonal weather patterns typical of every summer period.</p> <p>Hume – relatively low numbers.</p> <p>Moonee Valley – 2 and 4 clients.</p> <p>Melton – low numbers. Melton has received a copy of a complaint from a Caroline Springs resident. Caroline Springs resident concern about flight path changes, turning early over the residential area rather than the industrial. Airservices response time is 21 days to a complaint and they do respond to every enquiry, they don't continually respond to the same issue raised.</p> <p>Action 4: Steve Finlay to send a copy of the email to Melbourne Airport and Airservices.</p> <p><i>4.2 Ground Based Noise Complaints</i></p> <p>There were no ground based noise complaints received during Q1 2016.</p> <p><i>4.3 Runway Development Program (RDP)</i></p> <p>A brief update was provided on the Runway Development Program. Studies are progressing</p>

	<p>and findings will be released as they become available.</p> <p><i>4.4 Safeguarding update</i></p> <p>There are two current State Government Fast Track Rezoning applications, one at 32A Green Gully Road, Keilor and 46 Eliza Street, Keilor Park. Melbourne Airport will be making submissions on both applications. Melbourne Airport wasn't notified of the applications.</p> <p>Action 5: DELWP representative needs to be re-invited to the meetings to provide update.</p> <p><i>4.5 RDP Update</i></p> <p>Process update on technical studies and where they are at, ecology and cultural heritage have progressed but most are still underway. Study findings will be released as they are completed.</p> <p>Commonwealth Department of Environment provided accreditation of the MDP process under the EPBC Act. MDP is the single assessment process but will address the Airports Act and EPBC Act. Minister for Environment is referred the document and provides comments and advice to the Minister for Infrastructure and Regional Development. The process is different, but we are doing the same content and requirements of an EIS. Correspondence can be provided to others if required to inform community members.</p> <p><i>Planning Application: 200 Wildwood Road</i></p> <p>Melbourne Airport objected to the primary school application as it is within the MAEO1 (prohibited) and MAEO2 overlays. It was refused by Council but the applicant does have an opportunity to take it to VCAT.</p>
5.	Reports from other members
	<p><i>5.1 Planning Proposals of potential interest</i></p> <p>None.</p> <p><i>5.2 CACG update</i></p> <p>New meeting format is 4pm-6pm CACG members closed session. A more productive process with greater involvement from members. Community meeting was from 7-8.30pm and the community could ask questions that were relevant to them. Meeting formats will be trialled for 12months.</p> <p>Tomorrow's topic at the closed meeting is noise abatement and management, aircraft basics from a pilot's perspective, To70 how aircraft noise is generated and a presentation from Neil Airservices on noise abatement procedures.</p>
6.	Any other business

	None.
7.	Next meeting
	Next meeting: 10.30am Monday 15 August 2016.
Summary of Actions	
	<p>Action 1: Airservices to provide update on the Runway GLS Approach flight path process at the next meeting.</p> <p>Action 2: Airservices to do an online presentation of new ANIR Reports and show functionality.</p> <p>Action 3: Airservices to demonstrate functionality of WebTrak My Neighbourhood and data available.</p> <p>Action 4: Steve Finlay to send a copy of the Caroline Springs resident email to Melbourne Airport and Airservices.</p> <p>Action 5: DELWP representative needs to be re-invited to the meetings to provide update.</p>