



Noise Abatement Committee Minutes

Meeting Date:	Monday 14 August 2017
Time:	10.30am-12.00noon
Location:	Melbourne Room, Melbourne Airport

<p>Present: Melanie Hearne – Melbourne Airport (Chair) (MH) Natalie McGlone – Melbourne Airport (NM) Nicola Clark – Melbourne Airport (NC) Nick Walker – Melbourne Airport (NW) Trent Kneebush - Melbourne Airport (TK) Neil Hall - Airservices Australia (NH) Darrell Treloar – CACG Chair (DT) Tim Abberton – Aircraft Noise Ombudsman (TA) Leanne Deans – City of Brimbank (LD) Steven Finlay – Melton City Council (SF) Robert Cobolli – City of Whittlesea (RC) Petrus Barry – Moonee Valley City Council (PB) Sarah Tilby – DOIRD (via phone) (ST)</p>	<p>Apologies: Josh Ireland - DOIRD</p>
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1.	Welcome & apologies
	Melanie Hearne welcomed the attendees to the meeting and noted apologies. Melanie welcomed new members, Nicola Clark, Petrus Barry, Nick Walker and Tim Abberton as a special attendee for this meeting.
2.	Minutes of previous meeting
	<p>The minutes of the previous meeting were accepted.</p> <p>Actions from Previous Meeting:</p> <p>Action 1: Neil to check NAP link on Melbourne Airport section of Airservices website. <i>The Melbourne Airport link has been reconnected.</i></p> <p>Action 2: Melbourne Airport will assess the totals prior to the reporting for the next NAC. <i>Explanation has been provided as to why Airservices and Melbourne Airport figures vary slightly which is due to monthly vs quarterly assessment.</i></p>

3.

Airservices Report

3.1 RNP Smart Tracking

The new "smart track" route for arrivals on runway 16 has been operational since November 2016. Airservices have made a commitment to provide 12 months of use and complaints, none received since implementation.

March to June use: Approx. 1% of total arrivals

Not currently linked to Sydney arrivals. RNP equipped aircraft is not high from other Australian airports.

Airlines would benefit from increased use – continued updates to be provided.

3.2 East Keilor Noise Monitoring Installation

Keilor Village monitoring station no longer compliant with International Standards and required relocation.

Two alternative sites were assessed for a period of three (3) months – (1) Horseshoe Bend Road, Keilor East; and (2) Norwood Drive, Keilor East.

Norwood Drive was selected as the most appropriate site however had site installation issues with interference from high voltage power lines. In consultation with Moonee Valley City Council, Prospect Reserve was identified as the closest alternate site. Monitoring station is to be installed within the next month.

DT raised questions regarding proximity of Prospect Reserve to western flight paths (departures).

NH explained that new location is closer to arrivals and will capture a good sample of departures, and that it is difficult to have a site which captures a full spread of both.

DT raised further question regarding Keilor residents' preferred output of noise monitor. NH explained that residents were seeking more robust and accurate data.

TK and NH indicated that noise monitors are not intended to capture every flight and movement, rather, to provide sufficient noise data that is then combined with surveillance (Air Traffic Control) data to provide Webtrak and noise report or environmental assessment information. Where flights are not picked up by the noise monitor, noise modelling is used instead and cross referenced against flights over the noise monitor to provide accurate noise levels.

Data from new station to appear on Webtrak in the next month.

3.3 Online ANIR Reporting

Q2 2017 – 35 complainants decreasing from 52 in Q1.

86% of complainants were regarding the perception that flight path or

movements/altitudes had changed.

NCIS reclassification – all issues at night (i.e. 11pm – 6am) are now classed as “night movements”.

LD raised question regarding low numbers of complaint classification and what the results indicate. NH advised that five (5) complaints or more per quarter indicates that further investigation is required.

NM and DT raised issues regarding the objective around complaint reporting and the need for a clearer methodology.

Action 1: Complaint data workshop to be set up – Melbourne Airport to advise of date.

Action 2: Agenda or process of facilitation to be developed for workshop by Melbourne Airport.

Avondale Heights had the highest number of complainants with four (4). Lalor and West Footscray had three (3) each. Richmond, Thomastown and Westmeadows had two (2) each.

TK questioned Richmond sample and whether this related to Melbourne Airport movements.

Action 3: Aircservices to investigate whether Richmond complaints are related to Runway 34 arrivals.

3.4 Technical Noise Working Group (TNEWG) Update

- Smart Tracking use was lower than expected with no complaints.
- Any proposed flight path changes will be considered in the early design phase by the TNEWG in the future to ensure the best balance is achieved for efficiency and noise impacts given that safety will always be the primary consideration. This provides an opportunity for air traffic control, the airlines and airport to ensure the best possible noise outcomes are achieved.

TNEWG ongoing consideration of the CACG Noise Abatement Procedures recommendations as follows:

- *That national and international experience with noise abatement is investigated to identify lessons that could be applied at Melbourne Airport with a view to minimizing the negative impact of noise on communities living adjacent the airport.*
- Best practice continues to be discussed at the TNEWG with no specific applications for improvement found to date for Melbourne Airport. The TNEWG will continue to consider, particularly for future runway operations.
- *That the Technical Noise and Environment Working Group be asked to consider if any improvements can be made to lessen the noise impact of departing*

aircraft, as experienced by residents living south of Runway 16, particularly at night.

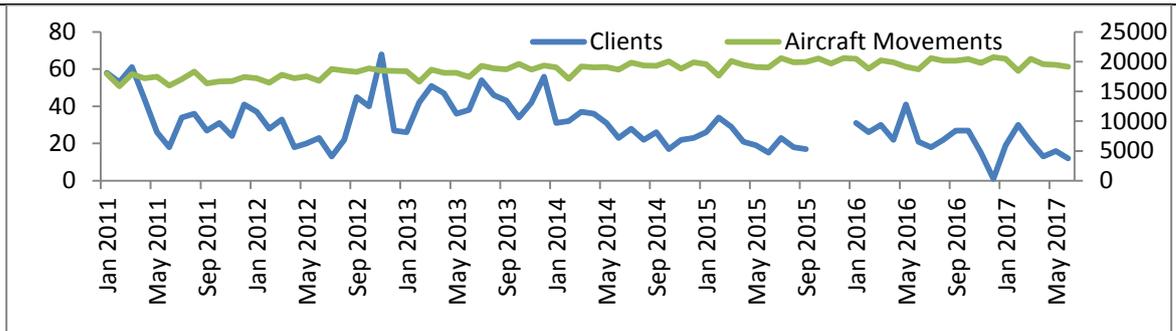
- Given that Runway 16 departures are least preferred day and night (except Runway 09 which is rarely used), jets must use full length when departing Runway 16 between 2300 and 0600, and jet noise abatement climb procedures apply to Runway 16 departures the TNEWG believes that we are achieving the best possible outcomes at present. This reflects no change from the previous meeting.
- *That more be done to promote the existence and application of noise abatement procedures at Melbourne Airport, including the availability of online tools to assist residents to understand what is happening and why.*
- Airservices has included a link to noise abatement procedures on the Airservices on-line noise information portal for Melbourne Airport. Airservices and Melbourne Airport would like the CACG to advise what other information they believe may assist the community.
- *That the application of noise abatement procedures at Melbourne Airport be routinely monitored to assess and demonstrate their effectiveness. This may require development of monitoring systems and/or the reporting format.*
- At this stage it is not feasible to capture compliance readily from existing data for regular reports from the noise and flight path monitoring system. Airservices will continue to investigate concerns about compliance through the Noise Complaints and Information Service.

4. Melbourne Airport Report

4.1 Monthly noise data by municipality

Municipality totals:

Council	Apr-17	May-17	Jun-17	Total
Brimbank	4.0	1.0	1.0	6.0
Hume	1.0	2.0	3.0	6.0
Melton	-	-	-	-
Moonee Valley	3.0	2.0	1.0	6.0
Whittlesea	-	2.0	3.0	5.0
Other	5.0	9.0	4.0	18.0
Total	13.0	16.0	12.0	41.0



Graph: Aircraft movements vs number of clients

4.2 Ground Based Noise Complaints: None.

4.3 Safeguarding update

Consultation is expected to commence in mid-2018 for the Masterplan and Runway Development Program. Projects are still aligned.

An update on proposed State Government rezonings was provided:

- Consideration of a further site comprising multiple freehold lots within MAEO1 at Upfield (Hume City).
- Diggers Rest site – VCAT hearing in May. Settled prior to a hearing. S173 agreement applies to sites – allows residents to ‘opt in’ with noise attenuation and notification that their property may be subject to aircraft noise.

5. Reports from other members

5.1 Planning proposals of potential interest: None.

5.2 CACG update

DT gave an update on the CACG held on 16 May 2017 in Sydenham.

The open meeting was attended by 10 members of the public and 20 questions were asked and answered. Ms Narelle Belle from the Aircraft Noise Ombudsman also attended and briefly addressed the meeting.

Katherine Kominek from DIRD attended, it is understood that she will be a regular attendee.

Minutes of the CACG pre-meeting and the open meeting can be found at: <http://melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/meeting-minutes.html>

6. Any other business

	N/A
7.	Next meeting
	10.30am Monday 13 th November 2017
Summary of Actions	
	Action 1: Complaint data workshop to be set up – Melbourne Airport to advise of date. Action 2: Agenda or process of facilitation to be developed for workshop by Melbourne Airport. Action 3: Airservices to investigate whether Richmond complaints are related to Runway 34 arrivals.

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