



Noise Abatement Committee Minutes

Meeting Date:	Monday 14 November 2016
Time:	10.30am-12.00noon
Location:	Melbourne Room, Melbourne Airport

<p>Present: Melanie Hearne - Melbourne Airport (Chair) Trent Kneebush – Melbourne Airport Anna Gillett – Melbourne Airport Amelia Donato – Melbourne Airport Josh Ireland - Department of Infrastructure & Regional Development Neil Hall - Airservices Australia Darrell Treloar – CACG Chair Robert Cobolli – City of Whittlesea Leanne Deans – City of Brimbank Steven Finlay – Melton City Council</p>	<p>Apologies: None.</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>
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1.	Welcome & Apologies
	Welcome to Amelia Donato, Melbourne Airport Environment Officer, who will be the environment representative. There were no apologies.
2.	Confirmation of minutes
	Minutes of the meeting on Monday 15 August 2016 were accepted with one alteration. Steven Finlay was apology for the previous meeting.
3.	Airservices Report
	<p><i>3.1 Airservices operating model</i></p> <p>Neil Hall gave an update on the Airservices organisational changes. New operating model is divided into two businesses, air navigation services and aviation rescue and fire-fighting. Neil Hall, Melbourne Airport’s representative, sits within the Customer value and business performance unit under Matt Booth and provides the strategic assessment of navigation and managing aircraft noise. Emphasis on community engagement going forward in the new roles created.</p>

There was a CACG Chairs meeting held in October in Canberra and at that forum, Airservices made a commitment to noise management and improvements. In addition to the stakeholder relations staff, air traffic controllers are to be involved in future meetings so that noise is a consideration when operating and they can understand the issues.

For the stakeholder meetings in Melbourne, Perth, Brisbane and Gold Coast, Neil Hall will still attend, now with Alby Goodsell, Air Traffic Controller.

3.2 RNP Smart Tracking

Smart Tracking at Melbourne Airport was implemented on 10th November 2016, specifically for Runway 16 arrivals. Airservices have updated information on their website, showing what was existing and new swathes of flight paths. The tracks largely replicate the existing paths but RNP allows management of descent and fuel more effectively.

3.3 Online Reporting

Online reports are now available for Melbourne Airport, replacing the Aircraft Noise Information Reports. This new website provides a wealth of information, with a series of tabs that provide information on movements, flight paths, runways, investigations and consultation, noise monitoring and complaints.

Information is presented in graphical form with diagrams showing flight paths, noise monitors and runway usage and data is updated every month.

The link to the new information site is: <http://aircraftnoiseinfo.bksv.com/melbourne/home>

3.4 WebTrak

Users can enter an address and historical information is provided with filter options for yearly, monthly, daily events as well as day, evening and night statistics. This is useful to provide seasonal context to statistics in relation to noise monitors, flight paths, N contours.

Airservices have done a great job in improving the website and data presented. There is a great deal of information now available to the generic public and we should all encourage our colleagues and community members to utilise this new website and wealth of information.

A suggestion that Melbourne Airport/ Airservices could utilise the Hume Global Learning Centre computers with internet access to guide the community through the information. Similarly other councils may have access to internet access and could also utilise and present this information to community members.

Melbourne Airport will show this information to community members on our shopping centre visits as well as other opportunities that arise, such as the CACG meetings.

3.5 Summary of Airservices Aircraft Noise Information Report Melbourne Basin Q3 2016

There was an increase in clients under the Runway 27 arrival and departure paths during this quarter. This was due to the planned runway maintenance work on Runway

	<p>16/34. This work required the full closure of the runway during the early morning period of 00:30 to 05:30 and as a result all aircraft were required to use runway 27.</p> <p>Suggestion for Airservices that there could be a section to provide information as to what people can expect in a particular month, ie. Runway maintenance closures, seasonal weather changes, etc.</p> <p><i>3.6 Technical Noise Working Group</i></p> <p>The November meeting included representation from Virgin, Qantas, Melbourne Airport and Airservices to consider what flight path changes were being considered and how noise issues could be appropriately managed or noise improvements made.</p> <p>The TNEWG discussed the noise benefits of Smart Tracking, particularly the reduction of throttle use when aircraft descent is managed by the auto pilot as opposed to existing visual approaches managed manually by the pilot. Also the safety and fuel savings benefits of this technology.</p> <p>Use and complaints will be monitored on an ongoing basis, consistent with recent implementation of Smart Tracking in Brisbane and Perth. At future NAC meetings, Airservices will present if there are any complaints lodged in relation to smart tracking changes.</p> <p>The introduction of another new satellite based technology, Smart Path or Ground Based Augmentation System (GBAS), was discussed with implementation expected mid-2017.</p> <p>GBAS provides precision approaches to all runways without reliance on radio beacons and will provide significant safety benefits and improved landing predictability. Airservices, through the TNEWG, will develop the flight paths for GBAS and look for any opportunities to minimise noise.</p> <p>The existing RNAV approaches to Runway 09 from the south will be moved (same flight path as new GBAS approaches) to avoid Melton as a noise improvement.</p> <p>Post Environmental Assessment will provide details to NAC and TNEWG to discuss.</p>
<p>4.</p>	<p>Melbourne Airport Report</p>
	<p><i>4.1 Monthly noise data by municipality</i></p> <p>There were a number of complainants in relation to arrivals on runway 34 which lead to a number of complainants in Moonee Valley as well as other suburbs such as Kew, Kew East, Balwyn, Hawthorn East. Movements and use of that flight path have largely been consistent.</p> <p>The Sunbury figure of 3 complainants is attributed to both departures and arrivals and may be due to new residents moving into the area who haven't experienced any noise previously.</p> <p>Action 1: Melbourne Airport to provide a snapshot of the issue if there are clusters of 3</p>

	<p>or 4 complaints in a suburb and provide the classification from Airservices.</p> <p>As part of the Melbourne Airport RDP MDP and the Master Plan 2018 work occurring, Planning Coordination Forum working groups (environment and health, social and economic, noise and ground transport) will be established to provide a platform for more robust discussion and detail. The NAC is crucial to the noise working group and will be informed accordingly of the outcomes from the PCF noise working group.</p> <p><i>4.2 Ground Based Noise Complaints</i></p> <p>There were no ground based noise complaints received during Q3 2016.</p> <p><i>4.3 Safeguarding update</i></p> <p><i>State Government rezoning sites</i></p> <p>No update on the State Government rezoning sites; the Minister for Planning has still not made a decision.</p> <p><i>Planning Application: 200 Wildwood Road</i></p> <p>VCAT ordered that no permit is granted for the primary school application. This is a significant decision that has prevented a number of people from being affected by aircraft noise.</p> <p>The VCAT decision can be accessed here:</p> <p>http://www.austlii.edu.au/cgi-bin/sinodisp/au/cases/vic/VCAT/2016/1876.html?stem=0&synonyms=0&query=200%20wildwood%20road</p>
5.	Reports from other members
	<p><i>5.1 Planning Proposals of potential interest</i></p> <p>Leanne Deans advised that discussions with Calder Park proprietors are occurring regarding future uses.</p> <p>Action 1: Calder Park re-development update from Brimbank City Council at the next meeting.</p> <p>Melton Planning Scheme Amendment C145 for the Rockbank PSP was approved by the Planning Minister on 25 October 2016.</p> <p>The Rockbank precinct covers approximately 752 hectares of land, bounded by the Western Freeway to the north, Paynes Road to the west, Greigs Road to the south and the future Outer Metropolitan Ring Road corridor to the east, beyond Troups Road North. The Rockbank PSP area will ultimately support a residential community of around 22,200 people in approximately 7,932 dwellings.</p> <p><i>5.2 CACG update</i></p>

	<p>Darrell Treloar gave a CACG update. The next meeting on Tuesday 15 November will consolidate the information from a number of noise abatement presentations throughout 2016 and work on any changes or proposed actions, community health, curfew are topics that will be considered.</p> <p>The CACG has developed a recruitment procedure as there are a number of community representative positions vacant.</p> <p>Community health is a topic of interest, there will be a presentation at the 15 November 2016 CACG meeting on the scope of the Health Impact Assessment for the Runway Development Program.</p> <p>There was a CACG airport tour held for some CACG members and chosen community representatives.</p> <p>Darrell Treloar (CACG Chair) attended the CACG Chairs meeting in Canberra in October and there were a number of presentations made, one notably was about how aircraft noise is managed, the response to the community should be managed, not to manage aircraft noise.</p> <p>At the 15 November meeting, the CACG will review the 2016 meeting format and make a decision for meeting styles in 2017.</p> <p>Action 2: Airservices to indicate how much time is required to update the online noise information to assist with determining timelines for meetings.</p>
6.	Any other business
	None.
7.	Next meeting
	<p>Next meeting: 10.30am Monday 13 February 2017.</p> <p>10.30am Monday 15 May 2017</p> <p>10.30am Monday 14 August 2017</p> <p>10.30am Monday 13 November 2017</p>
Summary of Actions	
	<p>Action 1: Calder Park re-development update from Brimbank City Council at the next meeting.</p> <p>Action 2: Airservices to indicate how much time is required to update the online noise information to assist with determining timelines for meetings.</p>