



# Noise Abatement Committee Minutes

<b>Meeting Date:</b>	Monday 15 May 2017
<b>Time:</b>	10.30am-12.00noon
<b>Location:</b>	Melbourne Room, Melbourne Airport

<p><b>Present:</b>          Melanie Hearne – Melbourne Airport (Chair)          Anna Gillett– Melbourne Airport          Amelia Donato – Melbourne Airport          Neil Hall - Airservices Australia          Darrell Treloar – CACG Chair          Leanne Deans – City of Brimbank          Steven Finlay – Melton City Council</p>	<p><b>Apologies:</b>          Trent Kneebush - Melbourne Airport          David Farrell – Melbourne Airport          Josh Ireland - DOIRD</p>
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<b>1.</b>	<b>Welcome &amp; apologies</b>
	Melanie Hearne welcomed the attendees to the meeting and noted apologies.
<b>2.</b>	<b>Minutes of previous meeting</b>
	<p>The minutes of the previous meeting were accepted.</p> <p>Actions from Previous Meeting:</p> <p><b>Action 1:</b> Neil Hall to check difference between 178 and 210 “complainants” on the website. Is the difference (32) to do with “enquires” as opposed to “complainants”?</p> <p><i>This means that a number of complainants were concerned about more than one issue – there were a total of 178 people and 210 issues.</i></p> <p><b>Action 2:</b> Neil Hall to investigate whether the online ANIR tool could provide more information on specific issues raised within each council area.</p> <p><i>The noise complaint management system is now aligned to issues and we don’t break the complaints into council areas. However, Melbourne Airport dissects the Airservices data to provide statistics for local government areas.</i></p>

	<p><b>Action 3:</b> Neil Hall and Anna Gillett to discuss how to communicate the flight path improvements.</p> <p><i>The removal of the arrival flight path over Melton was presented at the CACG and provided to the Melton Mayor at that meeting (February).</i></p> <p><i>The change to Runway 34 departures to the south to continue further north on runway heading keeping aircraft away from the urban growth corridor was also presented at the CACG (February).</i></p> <p><i>Both improvements will be on Airservices website (including maps) prior to 25<sup>th</sup> May linked to the online portal.</i></p>
<b>3.</b>	<b>Airservices Report</b>
	<p><i>3.1 RNP Smart Tracking</i></p> <p>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.</p> <p>March use: 0.9% of total arrivals</p> <p>2% of Jetstar A320 arrivals, 0.4% of Virgin B738 arrivals, 1% of Qantas B738 arrivals</p> <p><i>3.2 Online ANIR Reporting</i></p> <p>Q1 2017 – 52 complainants increasing from 42 previously. The increase was generally around the Runway 16 use and departures being of concern.</p> <p>In 2016 RWY 34 arrivals produced the most complaints – reflects increased use of this runway.</p> <p>Complainants during Q1 were from 34 suburbs across the Melbourne basin</p> <p>The highest suburb for number of complainants was Keilor with five, then St Albans with four, and Avondale Heights with three.</p> <p>There was a lengthy discussion regarding the manner in which noise complaint data is recorded and published (ie number of complaints vs number of complainants with different issues). This was one of the items referred to the NAC from the last CACG meeting. The concerns which have been expressed were acknowledged and it was agreed that a special meeting of those members of the NAC with an interest in the subject and some technical experts be convened later in the year to explore options.</p> <p><i>3.3 Technical Noise Working Group (TNEWG) Update</i></p> <ul style="list-style-type: none"> <li>• Smart Tracking use was lower than expected with no complaints.</li> <li>• 25<sup>th</sup> May flight path changes include implementation of improved safety through vertical guidance to the runway using GPS based systems – including new Ground Based Augmentation System and BaroVNAV with technical information</li> </ul>

on these forms of navigation available on the Airservices website:  
<http://www.airservicesaustralia.com/projects/aircraft-navigation-modernisation-program/>

- Any proposed flight path changes will be considered in the design and environmental assessment 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*
- A number of international applications and trials were discussed at the recent TNEWG meeting, including at Heathrow and Brisbane, with no applications found to fit Melbourne's traffic and population demographics. The TNEWG has considerable experience with applying these procedures to specific airports in Australia and overseas and will continue to consider as an ongoing agenda item
- *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*
- It is proposed that Airservices continues to investigate individual flights for compliance when requested through the NCIS. Although it is not available currently, Airservices will look at whether it is feasible for the external data provider to extract regular reports on compliance for specific aspects of the NAPs (ie Runway 16 departures) from the noise and flight path monitoring system.

**Action 1:** Neil to check NAP link on Melbourne Airport section of Airservices website.

#### 4.1 Monthly noise data by municipality

Municipality totals:

Council	Jan-17	Feb-17	Mar-17	Total
<b>Brimbank</b>	5.0	15.0	8.0	28.0
Hume	2.0	2.0	3.0	7.0
<b>Melton</b>	3.0	1.0	2.0	6.0
Moonee Valley	2.0	3.0	-	5.0
<b>Whittlesea</b>	-	-	-	-
Other	7.0	8.0	7.0	22.0
<b>Total</b>	19.0	29.0	20.0	68.0

There was a difference between Melbourne Airport and Airservices total figures for the quarter. Melbourne Airport totalled the number of complainants each month and therefore are counting some complainants more than once, because some complainants will have complained in each month. Airservices quarterly figures count each person who complains at any time in the quarter once only.

**Action 2:** Melbourne Airport will assess the totals prior to the reporting for the next NAC.

4.2 Ground Based Noise Complaints: None.

#### 4.3 Safeguarding update

An update on proposed State Government rezonings was provided:

- The Melbourne Water site in Dallas (Hume City) is to be zoned General Residential 1
- The Green Gully Road site in Keilor (Brimbank City) is to be zoned Neighbourhood Residential
- The Eliza Street site in Keilor Park (Brimbank City) is to be zoned Neighbourhood Residential with a Development Plan Overlay
- Consideration of a further site comprising multiple freehold lots within MAEO1 at Upfield (Hume City) is pending.

## 5. Reports from other members

5.1 Planning proposals of potential interest: None.

#### 5.2 CACG update

Darrell Treloar gave an update on the CACG held on 21 February 2017 in Sydenham.

The following three new community members were appointed to the CACG:

	<ul style="list-style-type: none"> <li>• David Cleland, resident of Greenvale.</li> <li>• Peter Hurst, resident of Attwood.</li> <li>• Fred Ackerman, resident of Taylors Lakes.</li> </ul> <p>Chris Eves, Professor of Property at the RMIT School of Property, Construction &amp; Project Management, presented on the Property Values study summary report. This study was undertaken as part of Runway Development Program. It looked specifically at the impact of aircraft noise on residential property values around the airport and across metropolitan Melbourne. It covered 320,000 residential property sales for 62 suburbs around Melbourne over a 25-year period from 1990 to 2015.</p> <p>The open meeting was attended by 13 members of the public and 11 questions were asked and answered. The Mayor of Melton also attended and briefly addressed the meeting.</p> <p>Members held their annual strategy day in April and used the opportunity to:</p> <ul style="list-style-type: none"> <li>○ provide induction training for new members while refreshing experienced members' understanding of the role of the CACG and their personal roles</li> <li>○ consider a number of CACG structural questions relating to the work program, membership and meeting venues</li> <li>○ provide input regarding planning for Melbourne Airport's Master Plan engagement</li> <li>○ inspect the airport airside operations and business park developments</li> </ul> <p>Minutes of the CACG pre-meeting and the open meeting can be found at: <a href="http://melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/meeting-minutes.html">http://melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/meeting-minutes.html</a></p>
<b>6.</b>	<b>Any other business</b>
	<p>Leanne Dean advised that Brimbank Council is reviewing its role as the NAC representative for CACG meetings and Brimbank has made a request for a Councillor to be a member.</p> <p>Darrell Treloar – CACG Chair will continue to be the CACG representative on the NAC.</p>
<b>7.</b>	<b>Next meeting</b>
	10.30am Monday 14 August 2017
<b>Summary of Actions</b>	
	<p><b>Action 1:</b> Neil to check NAP link on Melbourne Airport section of Airservices website.</p> <p><b>Action 2:</b> Melbourne Airport will assess the totals prior to the reporting for the next NAC.</p>