

## MELBOURNE AIRPORT



### COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 25 August 2020, 10am-1pm

Microsoft Teams meeting

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#### CACG Members

**Present:**

Name	Representing	Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
Peter Hurst	Community	Attwood
David Cleland	Community	Greenvale
Susan Jennison	Community	Keilor
Liz Beattie	Victorian Trades Hall Council	Trades Hall project officer
Cr Jack Medcraft	Australian Mayoral Aviation Council	Hume Councillor, City Development portfolio
Michael Sharp	Hume City Council	Director of Planning & Development
Petrus Barry	Moonee Valley City Council	Manager Statutory Planning
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Catherine Hunichen	Brimbank City Council	Principal Strategic Planner
Blair Henderson	Airservices Australia	Acting Director Operations Terminal Melbourne.
Bridget Kehoe	Airservices Australia	Community engagement
David Kirkland	Department of Environment, Land, Water and Planning	Manager Planning Services
Paul D'Elia	Virgin Airlines	
Paige Ricci	Melbourne Airport	Community Engagement Advisor
Rosie Offord	Melbourne Airport	Head of Infrastructure Planning
Tony Brun	Melbourne Airport	Head of Planning – Major Projects

Name	Representing	Role
Nick Walker	Melbourne Airport	Environment and Sustainability Manager
Michael Joost	Department of Infrastructure, Transport, Cities and Regional Development	
Kathryn Kominek	Department of Infrastructure, Transport, Cities and Regional Development	Assistant Director, South East Airports and Economic Regulation

**Apologies:**

Name	Representing	Role
Paul D’Elia	Virgin Airlines	
Peter Hurst	Community	Attwood
Michael Sharp	Hume City Council	Director of Planning & Development

**1. CACG ORDINARY BUSINESS**

**Welcome and apologies**

- The chairperson welcomed everyone to the meeting.
- Apologies were noted as listed above.

**List items of other business**

- Susan Jennison – North West City Deal and whether the airport has any involvement
- Kim Jordan – No CACG chair’s forum held this year. Requests had been made for a virtual forum. Kathryn Kominek and Michael Joost to follow-up.
- Kim Jordan – compliments about the airport 50<sup>th</sup> anniversary coverage and the same for Anzac Day.

**2. CACG reports**

**Third Runway update – Tony Brun**

Tony Brun provided an update on the Preliminary Draft Major Development Plan for the third runway project. He said Melbourne Airport was proceeding with the approval and that the need for

the third runway still remains. He expects that the planning document will be on public exhibition end of 2021 and the airport was hopeful for an approval in 2022. The airport is still working through whether construction will begin soon after an approval is received or if the work will be deferred. He said the airport was working with the airlines on construction timing.

CACG members asked why the airport was moving forward with approval when construction timing was uncertain. Tony said it was important to move ahead with the approval process to provide the community with certainty.

## Master Plan 2022 – Tony Brun

Tony Brun said the Master Plan would be pushed back a year as the airport had decided not to progress with exhibition this year given the issues with Covid-19. He said the Master Plan would effectively be an update to the Master Plan 2018, primarily to reflect the orientation change. It was now likely that the Master Plan 2022 and the Preliminary Draft Major Development Plan for the third runway would be on public exhibition at the same time.

**Susan Jennison:** Councils are working to the 2018 Master Plan but that's not the approved one, is that correct? **Tony Brun:** The 2018 is the approved Master Plan. However, the issue at the moment is that the MAEO is still relying on the 2003 Master Plan and a separate process is now being undertaken by the state to update the MAEO to reflect the 2018 Master Plan. The airport has raised concerns with the State about updating the MAEO because the update we are proposing in the 2022 Master Plan will be more reflective of the 2003 Master Plan, rather than that 2018 Master Plan because back in 2003 the Master Plan assumed the north-south would be built first. The airport hopes the state will quickly update the MAEO once the new Master Plan is approved.

**Catherine Hunichen:** The ANEF from a planning perspective reflects the ultimate capacity, so if the 2022 is going to contract that back again I'm confused are we talking about the ultimate plan? **Tony Brun:** The airport doesn't just do an ultimate ANEF, there's also an ANEC (an Aircraft Noise Exposure Contour) chart. We do one for the existing runway system, what capacity can we get out of that; we then do one for the north-south parallel runway system; and then we do one adding in the east-west parallel system. We then do a composite of the broader impact of all three. What happens is if we do an east-west first it drives a pattern of operations that create a wider band east-west and a smaller band north-south. But when you flip it the north-south expands and the east-west shrinks. Even though we are still protecting for four runways, because you are doing one first it has a greater footprint in terms of what comes out.

## MAEO Update – David Kirkland

David Kirkland provided an update on the MAEO process whereby the Minister wrote to all the councils and Melbourne Airport to advise of the process going forward. The Minister asked that the councils look at the MAEO maps and provide landholder contact details and any other feedback they had. From there the Minister will decide when that update will occur and when landholders will be notified. The state has also sought advice from the airport as to what impact the third runway might have on the MAEO so that the Minister can take all the information into account.

**Kim Jordan:** When will the MAEO update occur? David Kirkland was unable to provide a timeframe as it was in the hands of the Minister. Will the CACG get advanced notice of this so that they can communicate with their communities? David Kirkland said the state was working with stakeholders to provide clear communication including fact sheets and other digital resources. Do we need to look at including representation from places under the MAEO on CACG? **Paige Ricci:** Yes, and this will occur as part of the expansion of CACG next year.

## PFAS update: Nick Walker

Presentation circulated to CACG

The airport PFAS storage and stockpile area is operational and we are expanding that area so that material from other projects can be brought to that area.

Our onsite water treatment plant is now commissioned and run exclusively by solar. We've also been talking to downstream residents from the airport who use water from the Maribyrnong to help us with some water surveys. These surveys will help us assess any potential risks. The assessment at this stage continues to be low but that will be further assessed over the coming months.

The airport is also looking to put in another water treatment plant at the bottom of the estate along Arundel Rd.

**Susan Jennison:** Have you had contact with respect to indigenous and non-indigenous heritage of the sites? Nick said yes, we have. We have recently identified any gaps across the entire estate and that work is being completed as part of the third runway project. Nothing has been identified in that location but it has identified some other interesting aspects on the airport.

**Susan Jennison:** I'm not aware that any local heritage associations have been involved in that? Nick said the airport has been working with Heritage Victoria and consultants called Biosis.

The airport has also been working with our tenants to ensure PFAS is removed from the estate. We have been working closely with Airservices, who are the primary polluter as well as Qantas and Skytracks to remove it from their systems and we were working well with Virgin, however, that has stalled given it is under an administration process. We also continue to develop a precinct wide solution to PFAS.

The airport continues to meet regularly with irrigators, Brimbank Council, the EPA and Airservices.

**Catherine Hunichen:** when you're undertaking development on the estate that requires excavation of soil that may have PFAS what sort of management plan do you have in place? Nick said the airport has a very good understanding of PFAS impacts across the estate through lots of assessment. Prior to any construction commencing we undertake further assessments to assess the level of risk and then based on the level of risk each site must develop an environmental management plan which must meet our requirements including the National Environmental Management Plan for PFAS and our own PFAS management framework. That then goes to our airport regulator onsite for review and then endorses that plan. That plan covers off water management, dust management etc. Once that's approved and construction commences, the airport environment team then undertakes formal fortnightly inspections where we document any issue or compliance. We also conduct informal inspections when we are out on the estate attending to other issues.

**Jack Medcraft:** If you have soil contaminated with PFAS what do you do with it and how do you treat it? Nick confirmed that the airport definitely has soil contaminated with low levels of PFAS. We have some hot spots around the Airservices leases. How the airport manages the soil is we dig it up and move it to our storage facility or other specific stockpile locations. The only way we treat the soil at the moment is by containing it and minimising any water infiltration. If we can stop water infiltration it means that the PFAS chemicals can't flush out and go into ground, or go downstream. We do treat the water and slurry to remove the PFAS.

## Airservices Report – Blair Henderson and Bridget Kehoe

Presentation circulated to CACG members.

Blair spoke about the impacts of Covid-19 to the aviation industry globally and how it was affecting Australia. Melbourne numbers are 90% less than last year, however, Airservices needs to keep providing the best possible response for emergency services, medical operations, personnel movement, freight and logistics.

Bridget let CACG know there was a new Aircraft Noise Ombudsman – Kieran Pehm. He has extensive and wide-ranging experience in complaints management and investigations:

- 2005 –2015 Commissioner of Health Care Complaints Commission of NSW
- Deputy Commissioner of Independent Commission against Corruption (ICAC) for three years

Consultation on the new flight path design principles closed in July with more than 140 pieces of correspondence received. Airservices are currently reviewing that feedback. A stakeholder summary feedback report has also been released.

Bridget spoke about the new branding for Airservices, including a new user-friendly website. One of the biggest changes will be to have a community tab with all information contained in one area rather than spread across the site.

Airservices is also developing a new community engagement framework to replace the one from 2016.

January to July noise report data is available on the Airservices website. It is a little more interactive in terms of filtering the information you want to see.

The Noise Complaint and Information Service (NCIS) is seeking feedback from CACG on the reporting service going forward. They will always report on complainants but wanted to know if CACG wanted to see more information about the suburbs of complainants and runway direction.

## Community Engagement update – Paige Ricci

Paige introduced Belinda Cliffe – the community engagement co-ordinator for the third runway project – to CACG.

Paige updated the CACG on the translation hub, which is now live on [my.melbourneairport.com](http://my.melbourneairport.com) and that the airport had focused on the top 5 languages that surrounded the airport – noting we understand there are many more.

Paige provided an overview of the airport's engagement program going forward. The airport recognises that our engagement program will be online based supported by targeted face-to-face activities, once restrictions allow. The engagement team is investigating ways in which we can facilitate online engagement to ensure the community has as much or greater access to the information it requires. Paige noted that to support the planning of the third runway a series of

online events will be rolled out between September and December and once dates are confirmed she will share those with CACG. The events will be aligned to themes based on the feedback from community about what they want to learn more about. The online event will be recorded, as well as the slide pack uploaded and the Q&As from each session. The online sessions are not to share results from any assessments or studies they are designed to get people familiar with how the studies and work is undertaken; what's the methodology. Similar to the presentation made to CACG in February. The sessions are designed to build capacity in the community so that they understand the process and the background of the project prior to exhibition.

We have also been looking at the best engagement tools for online and there are three things we are targeting. Looking at how we can improve our noise tool putting the user at the centre of the tool; virtual engagement lounges – a replication of our face-to-face community forums; and, interactive maps.

**Jack Medcraft:** When is the viewing area going to be refreshed? Paige said we were looking at refurbishing that area pre-Covid-19, but haven't had any discussion about it since and with our budget constraints we probably won't be able to spend any money on it at this moment.

**Jack Medcraft:** We desperately need a Smart bus from Sunbury to the airport and something we should be pushing for.

**Liz Beattie:** So many people work at the airport and have lost their jobs and will lose their jobs going forward. In a few years' time what plans are there for skill shortages, particularly in the airport management area, we'll lose some of those skills and what's going to happen to bring some of that back? **Rosie Offord** said Melbourne Airport as well as other aviation business across the world are in a circumstance we have never faced before, to the point where no-one is allowed to spend any money. There is an extraordinary amount of work happening to help us get through this crisis. Surviving where we are now, how we will rebound and what APAM will look like beyond that.

**Susan Jennison:** We've been talking about the third runway as if the board of the directors have the money in the bank? Rosie reiterated Tony's point earlier that we are proceeding with the approvals process only. The reason for that is we have come this far already, it's a time consuming process and fundamentally we think the third runway is a core part of the infrastructure required for us as a reimagined business. It's a 50 year asset, we don't need it right now but we will need it in the future. That runway cannot be developed without a commercial agreement with the airlines. As far as the approvals process is concerned it is an expensive process but APAM has taken the decision it is worth spending that money now. As far as constructing the runway is concerned all of those commercial discussions are yet to occur.

Next meeting 23 February 2021 November 10am-1pm.

**Close – Kim Jordan (Chairperson)**

## Summary of actions - Open

Date	Action requested	Responsible person	Deadline	Closed? Action taken if different to the request
20/06/19	Melbourne Airport to provide milestones	Melbourne Airport	ongoing	
26/11/19	Discussion on state and federal planning to be organised for CACG in 2020.	Kim Jordan	2020	
24/11/20	Send Calendar invites for 2021 CACG meetings	Paige Ricci	ASAP	

## Summary of actions - Closed

Date	Action requested	Responsible person	Deadline	Closed? Action taken if different to the request
16/4/19	Airservices to provide an update on the Keilor noise monitoring station	Airservices Australia	June CACG meeting	Explanation provided at June CACG meeting. Closed.
16/4/19	CACG members to provide CACG chair their comments regarding the CACG review	Kim Jordan	End of April	Comments provided to Chair. Closed.
16/4/19	Is there a correlation between increase in movements or runways used and number of complaints?	Airservices Australia	June CACG meeting	Explanation provided at June CACG meeting. Closed.
16/4/19	Melbourne Airport to provide an estimate of construction jobs to be created with all the new building works	Melbourne Airport	August CACG meeting	To be provided at the August CACG meeting. Closed
20/6/19	CACG members requested a survey to determine best meeting time/day going forward	Melbourne Airport	August CACG meeting	Survey circulated. Results of the survey showed that these were the most popular days and times.  Days: Tuesdays or Wednesdays  Times

Date	Action requested	Responsible person	Deadline	Closed? Action taken if different to the request
				12pm to 3pm or 10am to 1pm. Closed
20/6/19	Community reps requested engagement workshop	Melbourne Airport	Before August CACG meeting	Workshop organised for July 22, 2019. Closed
20/06/19	Wayfinding – Melbourne Airport Head of Marketing to present at the next CACG	Melbourne Airport	August CACG meeting	Presentation at August CACG meeting. Closed.
20/06/19	Provide additional public transport for Sunbury Route i.e. Smartbus.	Melbourne Airport	August CACG meeting	CACG Chair to take up discussion. Ongoing
20/06/19	MAEO Submissions – ascertain the correct process	David Kirkland	August CACG meeting	Mr Kirkland provided an overview at the November 2019 meeting. Closed.
26/8/19	CACG to consider having a session on Victorian planning processes.	The Chair	Ongoing	The Chair to discuss with Melbourne Airport to put on agenda for 2020. Closed.
26/8/19	The third runway to become a standing item on the agenda from the November meeting onwards.	The Chair	Ongoing	Added as a standing item to agenda. Closed.
26/11/19	Provide written response to questions raised by David O'Connor on behalf of Hume residents Airport Action Group.	Paige Ricci	ongoing	Clarification needed. Responses provided via email.
26/11/19	Circulate calendar invites with dates for 2020 to all CACG members.	Paige Ricci	End 2019	Closed. Invites circulated December 3, 2019
26/11/19	Organise meeting with Hume Council and Melbourne Airport to discuss Bulla Bypass.	Paige Ricci	Ongoing	Reached out to Hume Council – awaiting reply. Meeting held February 4.
26/11/19	Provide response to CACG regarding wait zones.	Paige Ricci	February 2020 meeting	Melbourne Airport can monitor the capacity through boom gate data, however, our observations is that it very rarely overflows.



Date	Action requested	Responsible person	Deadline	Closed? Action taken if different to the request
				<p>We do have an underutilised 10 minute free pick up zone next to T123 which we can direct vehicles to in order to alleviate bottlenecks in peak periods.</p> <p>Through capacity triggers/ modelling we are currently reviewing whether an extension to ring and ride is required as part of the Stage 2 Elevated Roads project.</p>