

MELBOURNE AIRPORT



COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 24 May 2022, 10am to 1pm

Quest Melbourne Airport/Microsoft Teams meeting / Microsoft Teams meeting

Present

Name	Representing	
Susan Jennison - venue	Community	Keilor
Michael Canny - venue	Community	Business owner
Liz Beattie - venue	Victorian Trades Hall Council	Trades Hall project officer
Steve Finlay - venue	Melton City Council	Statutory Planning Coordinator
David Cleland – venue	Community	Greenvale
Stephen Pykett - venue	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy
Catherine Hunichen – venue	Brimbank City Council	Principal Strategic Planner
Petrus Barry - venue	Moonee Valley City Council	Manager Planning and Building
Kim Jordan -online	Independent Chair	
Tim Gill - online	Airservices Australia	Community Engagement Senior Advisor
Matt Faubel - online	Community	East Melbourne
Joanna Kormas – online	Department of Environment, Land, Water and Planning	Acting Director, Planning Systems Reform (and substantially Manager Statutory Policy, Planning Systems Reform)
Maggie Baron – online	Community	
Fonda Zahopoulos - online	Community	Moonee Ponds
Adrian Turner - online	Airservices Australia	
Andrew Turner - online	Primary Aerodrome Services	
Irene Stokes - online	Community	Keilor
Liam Stocker	Department of Infrastructure, Transport, Regional Development and Communications	Regulatory Officer

Name	Representing	
Michael Joost - venue	Department of Infrastructure, Transport, Regional Development and Communications	Assistant Director, Vic/Tas Airports and Economic Regulation
Monika Schott	Melbourne Airport	Engagement Manager
Andrew Lund - venue	Melbourne Airport	Head of Communications and Community Engagement
Natali Klasevski - online	Melbourne Airport	Policy Advisor

Apologies

Name	Representing	Role
Henry Lam	Community	Sydenham
Fred Ackerman	Community	Taylors Lakes
Jane Waldock	Community	Northcote

1. Introduction

- Andrew welcomed all to the meeting.
- Previous minutes were accepted with no amendments
- No action items
- Table late items for discussion

2. Airport Updates

A. Melbourne Airport operations update, Andrew Lund

- April was a positive month for the airport. Easter, Grand Prix and Anzac Day took domestic travel and passenger numbers above 100% pre covid numbers.
- Busiest day for domestic departures was Friday April 22 with 46,482 departing passengers (just 2% fewer than record 47,600 set on March 29, 2018).
- We are seeing an ongoing but slow return of international travellers.
- United Airlines resuming flights three days per week, one of largest airlines in the world. More international carriers are returning. Air Vanuatu back from July. Emirates back to double daily A380 service and New Zealand services increasing.
- Lorie Argus will begin as new CEO of Melbourne Airport on 1 July, an internal appointment who knows the business.
- Domestic travel numbers are increasing. Jetstar, Rex and Virgin are adding capacity and passenger numbers for June are tracking well, including an increase in international travel. Bonza launch pushed back to later in the year.
- Rapid scale up in operations in April was a challenge because of significant increase in passenger numbers compared to covid passenger travel numbers. Security, cleaning, retail,

hospitality had to be upscaled when these were previously in hibernation. All airlines had some degree of baggage handling issues because of not having enough staff- as well as because of the impacts of covid on existing staff.

- A jobs fair was held in Brimbank with around 120 attendees: students, employers, prospective employees with CVs ready to hand over. Partnership discussions were had too. Looking to hold a similar fair in Hume in June/July; Melton and Wyndham will be next. The jobs fair proved successful.

Michael commented that the committee has a gap with no representative on the committee from Hume. Catherine outlined that Hume has gone through a huge restructure and people have left and moved around.

ACTION: to contact Hume to seek representation on the committee.

- Question: Liz asked how many jobs are available at airport
Nat answered that around 120 jobs are currently available.
Andrew added that around 2000 jobs are available across the airport: engineers, retailers, Bonza and Virgin looking for cabin crew. It would be useful to have a central point for all jobs so people can find them and to help the airport build local procurement targets in line with its sustainable procurement initiative.
- Question: Liz asked whether airport had a presence at the jobs expo at Melbourne Showgrounds.
Andrew answered no but that the airport is having conversations with Victoria University and Kangan to develop partnerships for education and jobs pathways.
- Question: Liz asked which countries are still closed for international travel.
Andrew answered that it was the Japan, China and some South American markets. The airline business development team is in ongoing conversations to bring past international airlines flying into Melbourne, as well as enticing new airlines.

B. M3R and MP22 Public Exhibition summary, Andrew Lund

- Submissions closed a week ago, some are coming in late from councils.
- 2,851 submissions received: 718 for the Master Plan 2022 and 2,133 for the third runway although the team is still reviewing submissions so these are preliminary numbers.
- Key themes raised in submissions include noise, property values, health and social impacts, employment opportunities
- Question: Stephen asked how many Melbourne Airport staff are looking at submissions
Andrew replied that two people are funnelling submissions to relevant people for responses.
- We held 104 days of consultation, including 72 business days (statutory requirement is as 60 days). Extra face-to-face events added in Bulla, Keilor and Sunbury Road viewing area in response to community feedback.
- Carpark sessions initially scheduled but only one person attended the first session. Others planned were then moved to the Sunbury Rd viewing area.
- Held community information sessions in Keilor and did a mass mailout of almost one million.
- Quite a few people turned up to the Keilor sessions and lots of challenging conversations were had. An extra community pop up event was held in Keilor given the interest with again, further challenging conversations had. People appreciated the time to learn about the third runway project and discuss it.
- Pop ups in Chadstone and Dandenong held as they are likely to be impacted by the new flight paths associated with the new runway.

- Commercial radio advertising reached an estimated 2.4 million people.
- It was acknowledged that some people are unhappy, consultation didn't sugar coat what will happen.
- Question: Catherine commented that all those people had made submissions and asked how they will know what happens next?
Andrew said that we want to continue and build on conversations with information pieces and that we'll be starting to address some of what we've heard with such things as noise monitoring.
- Question: Catherine said it's important for people to be heard and acknowledged so they feel they've been heard, and to continue conversations and inform them of next steps.
Andrew: Monika and I are discussing what's next and we're aware people need to be kept informed and continued to be engaged. We're trying to begin addressing some of the issues people have begun to raise. The deadline for submitting master plan is the first week in September
- Question: Matt asked whether the airport could give the committee a timetable for decision making? What are the steps after submitting to the government in September?
Andrew said the Master Plan will be submitted in the first week of September and the Minister has 50 days to review it, at which time we expect an answer. Assuming there are no hold ups, the Major Development Plan will then be submitted to the Minister in December to be reviewed. The Minister again has 50 days to review it. We expect an answer in March 2023.
- The Supplementary Report, which is a collation of the submissions received and our response to them, will be available publicly at the conclusion of the approvals process.
- Question: David asked whether the committee could have an update on some of the issues that have been raised?
Andrew said he'll take that on notice and come back to the committee.
- Natali advised that Melbourne Airport will release it after the Minister has reviewed it.
- Catherine said she understood that as a federal requirement but on a state level, that means there is no opportunity for an independent review as is available at a state level. The federal Act does not allow for this.
Andrew replied that the public exhibition period provides the opportunity for the community to have a say on the draft MP and MDP. Public exhibition of these draft documents is a requirement within the Act in which we must work within. There is no independent review process as there is for state projects.
- Question: Catherine asked how we and the community know that submissions will be taken in good faith?
Releasing the Supplementary Report will show the submissions were considered as part of drafting the Master Plan and Major Development Plan.
Michael added the new Labor government made a commitment to develop an aviation white paper as the Act is 26 years old. Submissions and the white paper will contribute to improving the Act.

3. DELWP

Department Overview, Joanna Kormas

- Acknowledged the Traditional Owners of the land and paid respects to their Elders past, present, and emerging.
- Provided an update on planning for airports in Victoria: Melbourne Airport Environs Safeguarding Standing Advisory Committee – Victorian Government Response. See attached presentation.
- Key issues raised include strengthen planning controls for airports’ safeguarding, protecting residents from aircraft noise and preventing encroachment into airspace. MAESSAC did not support the airport being a referral agency: this was a major thrust of the airport’s submission but was hotly contested by most other submissions.
- Eight actions to safeguard airports and their environs broken into long, medium and short term.
- Next phase of work for DELWP and all tiers of government to flesh out detail required to recommend changes. Changes include taking on the advisory committee’s advice to maintain airport’s ability to operate curfew free
- Acknowledging noise impacts and that noise does matter and must be considered. Further guidance will be developed.
- Question: Matt, can you circulate the presentation?
Joanne: will seek permission to circulate through the CACG.

4. Airservices Australia

Report, Tim Gill, Airservices Australia

- Tim gave an update of tower and operations, noise monitors and noise complaints. See presentation attached for results and details.
- Air traffic is starting to mimic pre covid traffic, which gives confidence that growth is increasing steadily.
- Managed to retain workforce numbers that can now support the growth.
- Catherine raised the issue of flight paths changing over Sunbury over the last 3-4 months and questioned an agreement made with Melbourne Airport that allows flight paths to change.
Tim said flight paths aren’t changed without consultation and that he was not aware of any agreement with Melbourne Airport for that to happen.
- Question: David said complaints seemed to have increased from north end and asked whether that was typical or an unusual month?
Tim said complaints come from different areas depending in part on wind direction and speed. It’s common to get complaints when winds are northerly.
- Question: Susan asked what the time spacing between departures is?
Tim said there are strict rules to follow depending on many things including relative aircraft size, and wind strength. For example, a smaller aircraft requires a greater time and distance if it is departing behind a larger one because the larger aircraft creates turbulence on take-off. The rules are strict, based on safety and making sure aircraft don’t get too close to one other. Sometimes more departures can be batched closer together, again depending on the winds, aircraft type, weather and runway configuration. Sometimes we alternate an aircraft taking off with another landing. We can have 18-24 arrivals per hour and a corresponding number of departures, but it varies.

- Question: Susan said a person can only make one complaint to Airservices and asked whether they can guarantee that planes are taking off so they are passing over residential areas at more than 1000 feet?
Tim said it depends on the runway, setting, density of the air, etc, and then the pilot determines requirements based on current factors. We can't make any guarantees, generally aircraft do their best in the given conditions.
Tim said there are no limits to the number of times any one person can call and make a complaint. We want to ensure people are being heard and we can hear what's bothering them and how many times. We can see what the issues are. We explain weather, traffic, monitoring the complainant. There is no limit to the number of people can complain about the same issue. We need to hear the range of issues with our limited resources, spread across the community. We aim to continue monitoring and provide updates.
- Question: Andrew asked whether Tim had any feedback or will continue to provide updates to community about high peak traffic?
Tim said yes, Airservices will continue bespoke messaging around busy times, in conjunction with Melbourne Airport.
- Question: Tim asked whether the new format of his update was okay?
Catherine replied with a resounding yes.

5. Other business

A. Michael Joost, Department of Infrastructure, Transport, Regional Development and Communications

Michael flagged the result of the election and that caretaking mode has ended. While we don't have a named Minister, our function continues. Michael confirmed the ministry list as sworn in on Monday 23 May as per the [Ministry List as at 23 May 2022 \(pmc.gov.au\)](https://www.pmc.gov.au/ministry-list)

The process for assessing the Master Plan and Major Development Plan doesn't change with a change of government and it doesn't change the assessment of information requirements, including the Supplementary Report and submissions.

We're not sure what the aviation white paper means yet, but it will likely focus on noise and community engagement.

Will update the CACG as things develop.

B. Other questions and comments

Susan would like key dates and actions relating to the Master Plan and Major Development Plan. Andrew noted as an action item.

Liz asked that slides be made available with the agenda pack as a more helpful way of understanding presentations and information.

Kim said that is highly usual to do that.

David said it's often difficult to read presentations on the screen and sometimes difficult to hear presenters.

Andrew agreed and said it's difficult and doesn't allow for the free-flowing discussion had when everyone is here in person. He asked what people would like to do and recommended the committee move away from the hybrid system.

Tim said that perhaps the online option could be made available if necessary but essentially, people should try to make it in person. As for slides, maybe they are shared beforehand if possible.

Susan said when people make a commitment to be involved, every effort should be made to attend in person.

Kim suggested we be firmer about it and see what happens.

Liz requested that the CEO is invited to address the CACG, maybe once the Master Plan and Major Development Plan is submitted to Minister.

C. CACG meeting dates for 2022, Andrew Lund

August 23 — consensus that we see as many people here in person as possible.

November 22

CACG meetings going forward will be in person where possible — remaining meetings to be held at Quest Melbourne Airport.

6. Close

Meeting closed 12.03pm

7. Summary of actions

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
24 May 2022	To contact Hume to seek representation on the committee.	Andrew or CEO	ASAP	
24 May 2022	Provide dates and actions relating to the Master Plan and Major Development Plan	Andrew		

8. Attachments

Melbourne Airport Community Aviation Consultation Group DELWP Slides 24 May 2022

Airservices presentation_YMML CACG_May_2022

CACG May PP presentation