

# MELBOURNE AIRPORT

## COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 20 February 2024, 10am-1pm

Quest Melbourne Airport

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### Present

Name	Representing	Location-Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
Maggie Baron		Kensington
David Cleland		Greenvale
Michael Canny		Business owner
Matt Faubel		East Melbourne
Margaret Giudice		Keilor Downs
Susan Jennison		Keilor
Victor Ng		South Gippsland
Jane Waldock		Northcote
Fonda Zahopoulos		Moonee Ponds
Liz Beattie	Victorian Trades Hall Council	Project Officer
Stephen Pykett	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy
Ashley Minniti	Maribyrnong City Council	Manager City Places
Steve Finlay	Melton City Council	Statutory Planning Coordinator
May Li Foong	Airservices Australia	Senior Advisor Community Engagement
Neermala Cash	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Assistant Director
Kiefer Lim		Graduate
Rosie Offord	Melbourne Airport	Head of Master Planning
Meera Hamed		Coordinator Community Engagement
Edward Martin		Head of Public Affairs
Shantelle ORiordan		Community Engagement Advisor
Joseph Gandy		Master Planning
Dr Monika Schott		Manager Community Engagement

### 1. Welcome and apologies

The Chair welcomed and thanked all for attending the meeting, and acknowledged the Traditional Owners of Country and paid our respects to Elders past, present and emerging.

The Chair also welcomed Shantelle to the meeting, newly appointed Community Engagement Advisor for Melbourne Airport.

Noted to change Victor's status as coming from South Gippsland and not East Gippsland.

Note: Later in the meeting, the Chair apologised for not introducing Ashleigh Minniti at beginning of the meeting, being his first time attending a CACG meeting.

Ashley introduced himself as the Manager for City Places for Maribyrnong City Council, responsible for the planning and urban design function.

Apologies:

- Justin Barbour
- Justin Portelli
- James McNulty
- Joanna Kormas
- Justin Burgess, Eunice substituting
- Petrus Barry

## **2. Confirmation of minutes**

Circulated 18 December 2023 — previous meeting minutes confirmed.

## **3. Update on action items**

A speaker on social and health impacts of runways is proving difficult to find. Three universities have been approached and all were unable to find specific research on this and that perhaps it's a new piece of research that's undertaken as a PhD research project. Investigations to source a speaker and/or research are continuing however.

Gmail set up: an update will be given at the end of the meeting.

Noise as a standing agenda item: thank you to everyone sending ideas to the Chair. A comprehensive list is forming.

## **4. Late items for discussion**

Launch on Friday of the Melbourne Airport tapestries podcast.

Senate inquiry into aircraft noise, and how CACG will respond.

## **5. Melbourne Airport updates**

### **A. Operations, Edward Martin**

#### Passenger numbers

International recovery is strong and domestic is stable. Passenger numbers continue to steadily increase to be almost at pre-Covid levels for both domestic and international flights. We recorded one of the biggest summers for international passenger numbers. December was the first time since January 2020 that international travellers topped one million and over three million passengers went through the airport in January.

Month to date figure: 134% and 113% passengers compared to February last year.

Melbourne Airport saw the busiest day since the pandemic on Friday when Taylor Swift was in town and Swifties descended on the city — over 116,400 passengers passed through the airport while across the city, hotels, public transport, restaurants and bars saw an increase in patronage.

#### Airlines

All but two airlines that flew to Melbourne Airport before the pandemic are back.

Turkish Airlines now flying out of Melbourne to Istanbul. Beginning 2 March and flying three times a week via Singapore using a 787, with plans to increase to daily over time and eventually direct to Istanbul. Turkish Airlines is one of the world's largest airlines and the only European airline to fly to Melbourne Airport. We are thrilled to be Turkish Airline's first Australian destination, with three services a week between Istanbul and Melbourne to begin.

Air India commenced flying Melbourne to Mumbai 15 December; Asiana launched seasonal Melbourne to Seoul flights 26 December; and Garuda Indonesia increased its frequency to Jakarta and Bali to four flights per week.

Air India is one of seven countries that are part of the open skies agreement. China, India, Japan, Singapore, New Zealand and the US and UK are also part of this agreement.

### T1 redevelopment

Seven new cafes and restaurants have opened inside Melbourne Airports Terminal 1 precinct has been upgraded, including The Square with local favourites Rustica, Pope Joan, Veneziano and St Ali. The redeveloped dining precinct is designed to reflect our city with brands people know and love, featuring food and cuisines that can be found in the CBD, Richmond, Collingwood and South Yarra.

The redevelopment created around 120 jobs during construction and 160 ongoing hospitality roles. Customer feedback is positive, showing significant improvement. Outlets are doing well.

### T3 baggage reclaim

Works have begun to build out the ground level connection between T3 and T4 and expand the Virgin baggage reclaim, which will include four carousels. It is scheduled to open 2025.

### Aircraft fleet renewal

Fuel efficient, quieter aircraft are being introduced into fleets to replace older and noisier aircraft. The first Qantas A220 visited Melbourne. The A220s will replace the noisy 717s in the next few months on the Melbourne-Canberra route.

Newer aircraft have cleaner emissions. Fleets are being renewed. Qantas' entire fleet is being transformed, including Jetstar. Replacing jet fleet but not turb props. Virgin using Max aircraft. Singapore is using A350. Malaysia Airlines is using A330 neos. Air India is using A350 and A787.

### Taxis

We're aware of taxi issues. Drivers are refusing fares, which is illegal. A taxi driver refused a woman in a wheelchair access to his van.

The state government has only six enforcement officers to manage over 100,000 licences in Victoria. Melbourne Airport is asking the regulator to increase the number of enforcement officers at the airport. Conversations are ongoing. Melbourne Airport has sought a meeting with the Minister about taxis and touting.

Announcements given over the PA at Melbourne Airport warning people not to accept a taxi or a ride if approached and that these drivers are unauthorised. Brisbane and Sydney airports don't have touting issue. Legislation changed in 2019 to make it illegal.

Comment: Thanks for chasing that up, it happened to me when travelling with my family and trying to get a taxi home. The driver didn't want to take us. We requested a special fare but was refused and in the end, cost us an extra \$18 to get home.

Taxi drivers can be fined for refusing a fare but there aren't enough enforcement officers to hand out fines.

Comment: Please report back to CACG after Lorie meets the Minister to discuss.

## WeChat

We have the provision to use WeChat in the terminals. We use We Chat with Chinese airlines around education and navigating the airport. Social media team is updating those with information on how passengers can access the airport. Nothing in our content can be tampered with — cyber security has done due diligence.

Comment: Good synopsis of the airport's Green paper submission.

It's a summary of a 70 page submission.

Question: Do you have numbers for leisure versus business travel?

Business travel is higher than last year but down compared to pre pandemic levels. Doing less travel and fitting in more meetings into that travel. International travel passenger numbers are far ahead of domestic business travel numbers. Will provide a break down for the next meeting.

Question: Could we have numbers of flights 6pm to 6am for international and domestic?

To be provided.

## **B. Planning, Rosie Offord**

### Draft housing strategy

Provided submission to Brimbank Draft Housing Strategy and requested a presentation slot to Council. Interested to see how housing objectives within the housing statement and associated state priorities balance out with airport objectives and priorities. Housing statement is premier's priority.

### Penleigh & Essendon Grammar School (PEGS)

PEGS purchased a warehouse off-campus to convert to a gym. The warehouse sits in a public safety area (PSA) and as such, Melbourne Airport objected to the warehouse development. Brimbank Council has yet to hand down a decision to PEGS and as such, PEGS is taking the matter to VCAT. Melbourne Airport had lots of engagement with the school and Flight Safe. Melbourne Airport is unable to sign off as an appropriate use of site.

Under commonwealth NASF guidelines to safeguard activity on airports, a public safety area is an area of land at the end of a runway where development is restricted to control the number of people gathering within the most hazardous area of a runway. PSAs seek to limit land uses within the area that increase the number of people living, working or congregating in the area.

Comment: A heritage listed house in Keilor sits under PSA and has many restrictions placed on it.

Question: Will the Monitors appointed to Brimbank hasten their decision?

We can't answer that. It's a planning matter and not a council one.

### Third runway

It was one year ago that the Major Development Plan (MDP) for the third runway was submitted to Minister King for consideration, in February 2023. Melbourne Airport has spent considerable time with the Department of Climate Change, Energy, the Environment and Water, and has engaged Minister King and the Department of Infrastructure, Transport, Regional Development and Local Government. Minister King's decision is still pending.

### Melbourne Airport Rail

We understand a mediator will be appointed in coming months by DITRDCA/Minister to mediate between the state government and Melbourne Airport to get a resolution.

Comment: Melbourne Airport claims a cost competitive underground station solution. Underground is much better. Is there a serious cost penalty to have it underground?

Melbourne Airport has put forward an underground train station solution that is competitive. It's not a huge additional expense to go underground and the benefits outweigh any additional cost.

Question: Will the airport contribute to the cost of building an underground station?

That may come out through the mediation process. We want the train station to be built, but in the right way.

Question: Will the mediator speak to the state government and airport solely?

No terms of reference have been viewed yet, but it is likely the conversation will be between the federal and state governments and Melbourne Airport.

Comment: It seems unlikely that there will be public consultation.

Melbourne Airport is aware of public sentiment through ongoing consultation and market research we undertake.

### Runway 16/34 overlay works

Runway overlay on north-south runway continues, which will fix the surface for the next 10-15 years. Off pavement lighting works are ongoing.

Main runway closures will continue until 23 March 2024 but with reduced duration:

- Closure 1-5.45am (Tue, Wed, Thu, Fri, Sat)
- Contingence closure 2.25-5.45am (Mon)
- Include site to investigation with an excellent overview of what happened.

The Australian Transport Safety Bureau (ATSB) is investigating two incidents involving aircraft (international carriers) taking off beyond the displaced threshold. No further displaced threshold activities will occur on the project.

The displaced threshold occurs on runway 34 where works occur. This is where we close part of the runway to displace the threshold for landing and take-off, i.e., we shorten the runway. A notice is issued that gives instructions and details of the shortened runway, including the displaced threshold and the distance and length of the runway.

It seems through the ATSB investigations that the two aircraft did not take into account the displaced threshold in their calculations and took off six metres above workers.

Question: What's being done to make sure it doesn't happen again?

Melbourne Airport is not displacing the threshold (reducing the runway length). The most appropriate and safe thing to do while it is being investigated is to remove the cause, i.e., stop displacing the threshold. We're working around the intersection rather than closing it.

Question: Who were the airlines?

Malaysian Airlines and Vietnam Airlines were the two airlines involved in the incidents. These were the only two incidents over an extended number of months.

Details of the investigation can be found on the ATSB [website](#).

### Elite Park

Melbourne Airport is expanding and diversifying non aviation activity by developing an MDP for the Elite Park mixed-use precinct between Airport Drive and the Tullamarine Freeway (south of Mercer Drive). This allows for key economic versatility opportunities. The project is to be delivered in three stages from 2025-2037. The concept is:

- consistent with Master Plan 2022 land use planning
- an important element of our non-aviation business
- our first 'precinct' MDP.

We're working through assessments now, including:

- economic
- environmental
- traffic
- social
- landscape and built environment
- aviation safeguarding.

We expect to present the Preliminary Draft Major Development Plan ready for public exhibition mid-2024.

Elite Park is a precinct and it is the first time we've done a precinct MDP. The is to treat the area as a whole, under the one precinct wide MDP. The precinct already includes Urbn Surf, the Qantas childcare facility, Essendon Football Club and a pet hotel. Once the MDP is approved, there will be no need for separate project specific MDPs.

Question: What is the size of Elite Park?

Around 54 hectares.

Question: Is the Minister the final decision maker?

All MDPs go to Minister King for consideration and approval.

## C. Community, Dr Monika Schott

### Community Giving Fund

The latest fund recipients over January and February 2024 include:

- St John Ambulance for Defibrillator in Your Street initiative in Brimbank
- Currently looking at next applications that include:
- Calder United Sports Club for club uniforms
- Altona Junior Football Club for two portable marquees
- Wildlife Rescue and Rehabilitation project to assist with wildlife rescue marquee
- Keilor Historical Society for the Melbourne Airport Tapestries Podcast

### Jobs

There are more than 300 job vacancies within the airport precinct with 273 of those on Melbourne Airport Joblink and others listed on the Melbourne Airport careers page.

Strong demand for casual retail work and ground crew continues.

### Community pop ups

Those coming up include:

- IDAHOBIT Day (International Day Against Homophobia, Biphobia and Transphobia), Fri 17 May 4-8.30pm. Hume Global Learning Centre, Craigieburn Note: yet to confirm
- Keilor Historical Society Harrick's Cottage Open Day, Sat 16 March, 12.30-4.30pm. Harricks Rd Keilor
- Yarraville Village Farmers Market, Sat 20 April, 9am-1pm. Yarraville

Pop ups since the last CACG meeting include:

- Laverton Festival, Sun 18 February, 12-4pm. Curlew Community Park, 5 Epsom Street, Laverton. Spoke to around 50 people.
- Sunshine Lunar New Year Festival, Sun 28 January, 12-5.30pm. Hampshire Road, Sunshine. Spoke to around 350 people.
- Sunbury Diwali Festival, Sat 25 November, 1-6pm. Hume Global Learning Centre, Sunbury. Spoke to around 20 people.

Discussions with people at community pop ups centre around Melbourne Airport rail, jobs, taxis and touting, the third runway and noise and flight path impacts.

We also attended the Midsumma Carnival on Sunday 21 January 2024. Midsumma kicked off a month-long celebration of LGBTIQ+ arts and culture festivities in Melbourne.

Melbourne Airport was a major sponsor and collaborated with Jetstar to create a rainbow runway where we had hourly and major prizes for best runway strut. We also spoke to around 1000 people about jobs, rail, travel, airport workers, the third runway and environment, as well as handed out fans, plane spotting booklets and various information. Melbourne Airport was also nominated for pinkwashing fossil fuels by XRLGBTI+, along with other organisations that attended.

A fun day was had with strong Melbourne Airport team who felt well received by the community.

#### Newsletter January 2024

The newsletter was distributed at Midsumma and through the first week February, with an update on MDP for the third runway, rail, need for better buses and more. It was delivered to just over one million mailboxes around Melbourne who sit within the N60 noise contour. Positive feedback has been received about the newsletter being very informative and the QR codes being helpful, as well some people asking that the newsletter stop being delivered to them.

#### Victoria University MOU

The MOU is now signed and we're on the way to securing two student placements. The initial Victoria University researcher that had been identified to speak to CACG about social and health impacts of runways is now not able to. We're exploring other opportunities.

#### Melbourne Airport Visitor Centre

No updates.

#### Melbourne Airport tours

Tours of Melbourne Airport with school and interest groups continue to be popular. Recent tours include:

- Yooralla Disability Services, 16 Feb. Five people with physical disabilities in motorised wheelchairs and their support
- LINK Community & Transport, 02 Feb. 16 elderly men and women
- Sandybeach Community Centre, 30 Nov. 18 adults with intellectual disabilities

## D. Reporting on aircraft movements and noise, Joseph Gandy

Melbourne Airport is preparing monthly reports on aircraft noise movements. This comes from interest from the community during public exhibition, for more information. We're committed to preparing these monthly booklets so people can see what they're experiencing today and can compare it to previous months.

Melbourne Airport purchased aircraft movement data (NFPMS) from Airservices in 2023 and commissioned noise modelling for each month. We've prepared monthly packs (similar format to

fact sheets) with information for community on operations and aircraft noise. These are now with graphics team to produce as publications.

The front page will show aircraft movements at night and during the day, aircraft types and aircraft movements on runways. It also includes number above contours indicating the number of aircraft movements above a decibel level. For example, the N60 highlights the number of movements above 60dBA.

Question: What are you modelling?

Noise software (Aviation Environmental Design Tool – AEDT) is used to generate noise contours reflecting the operations that occurred for each month. The modelling methodology uses Noise and Flight Path Monitoring System (NFPMS) data from Airservices to calibrate the aircraft noise model to improve the model's capability to accurately represent aircraft noise levels.

Comment: It might be of public interest to show airport precinct in the maps rather than leave them that land area blank.

Question: What is the highest dBA recorded?

Airservices' Aircraft in Your Neighbourhood website has an interactive tool allowing noise monitor data to be explored: <https://aircraftnoise.airservicesaustralia.com/2022/05/04/melbourne-noise-monitoring-report/#>

You can also search noise monitor levels on Airservices' WebTrack here: <https://webtrak.emsbk.com/mel3>

Question: Can we see the third runway noise projections with this?

For third runway noise projections, visit the [Melbourne Airport flight path and noise tool](#).

## 6. Guest presentations

A. Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Neermala Cash (verbal, no slide presentation)

Neermala introduced Keifer Lim, a new graduate at the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

### Third runway MDP

The MDP for the third runway is still under consideration by the Department. A lot of information has been provided to the Department and the Department has requested further information from Melbourne Airport. The relationship with Melbourne Airport is good and requested information has been provided in a timely fashion.

As per the provisions of the Airports Act 1996, the Minister for Infrastructure, Transport and Regional Development may approve the draft MDP (with or without conditions) or refuse to approve it. A further update will be provided at the next CACG meeting.

### Senate enquiry into aircraft noise

A Senate enquiry into aircraft noise has begun and the Rural and Regional Affairs and Transport References Committee will review submissions, which will be accepted until 5 April 2024. A report is expected by 8 October 2024. CACG received notification and the Terms of Reference.

Note post meeting: On the 28 February 2024, the committee agreed to extend the submission's closing date to **30 April 2024**.



## Aviation White Paper

The Aviation White Paper is expected in mid-2024. The Department will provide an update at the next CACG.

Question: Are there any major issues with MDP approval? It's taking quite a while.

APAM has submitted a lot of complex information and it is taking time to go through it all. The Department must follow the assessment process as defined by the Airports Act and exercise due diligence in doing so. There have been 2,168 submissions received from a range of public, industry, commonwealth agencies and state and local government bodies.

Question: Is it on Minister's desk?

Discussions are happening and the department has requested further information from Melbourne Airport to finalise the assessment. The Minister's Office is following progress of the assessment. If potential conditions arise, they would be being discussed with Melbourne Airport. The Department anticipates providing an update at the next CACG meeting.

## B. Airservices Australia, May Li Foong

### Air traffic movements (weekly)

Weekly air traffic movements show slightly higher numbers and the peak for commercial movements increasing: 30 Oct 2023 - 29 Jan 2024.

- 4906 scheduled movements during peak period (22 Jan 2024)
- 41 movements for general aviation (27 Nov 2023)
- 35 movements non scheduled (15 Jan 2024)

### Noise complaints

48 for November 2023 to January 2024, down from last quarter:

- 48 individual complainants
- 69 contacts
- 30 new complainants

33 Suburbs recorded a complainant, with the highest numbers being:

- Keilor — 6
- Cairnlea — 3

23 suburbs recorded a single complaint.

### NCIS update

Issues

- Standard flight path movements
  - Runway 16 departures – 18
  - Runway 34 arrivals – 6
  - multiple runway directions – 3
  - Runway 27 arrivals – 1
- Unusual movements
  - Radar departures – 5
  - Traffic management – 4
  - Weather diversions – 1
- Night movements
  - Runway 16 departures – 3

- Runway 34 arrivals – 1
- Runway 09 departures – 1
- Multiple runway directions – 1
- Runway closure/ works
  - Runway 09 departures – 4
  - Runway 27 arrivals – 1 3-year average is skewed because of covid

Runway 16 is used in warmer months. There was a high percentage of unusual movements and all were isolated and spread across months. Traffic management or radar departures were the cause of these movements. A plane follows a path to a certain level until air traffic control takes over due to weather, pilot requests or emergency services, e.g., A380 may be too heavy to turn.

Runway 09 is used for departing east. This is uncommon. Sometimes the north-south runway overlay maintenance works or winds make it unsuitable to use and runway 09 departures occur, which can result in complaints.

The 2% of other was an inaccurate listing on WebTrack of a noise monitor that was listed as Coolaroo but should be Broadmeadows.

Question: Is there a seasonal analysis?

On WebTrack, you're able to click on the historical tab and toggle between months and years to see historical movements: <https://webtrak.emsbk.com/mel3>

Comment: People hear a lot more noise in summer because doors and windows are open and we're outside more often.

Comment: Noise complaints are higher in clear weather, with less cloudy skies.

Comment: Some information on the relationship between the number of complaints and the number of movements would be good to help give context, especially to consider overarching story and to compare to other airports.

#### What are standard flight path movements

This issue categorisation is used for "normal" aircraft movements on the standard flight path and within the normal altitude range that can be expected, including concerns about:

- frequency of movements on the flight path
- the location/ altitude of the flight path

Movements that are not on the standard flight path are categorised as Unusual Movements. Emergency services operations e.g. RFDS/ medical helicopters can operate in areas where flight paths and aircraft operations are not typical. See Airservices Emergency services aircraft operations factsheet attached.

When a complaint is from a standard flight path, other complaints are considered. Movements outside those areas are considered unusual. Could be due to emergency services, weather, such as flying doctors or helicopters in the area.

#### Aircraft in your neighbourhood

Go to [www.aircraftnoise.airservicesaustralia.com](http://www.aircraftnoise.airservicesaustralia.com) and enter your address. Select 'What flight disturbed me' and 'Melbourne complaints report'. You can view historical data and filter by airport.

Comment: It is still frustrating that the data doesn't accurately represent the degree of disruption. People are continuously woken by flights but they're not getting out of bed to look at the website and either find out what the aircraft is or lodge a complaint.

#### Continuous decent operations trial

Trial period: 21 March to 1 July 2024

Areas:

- Northern arrivals (Queensland + Eastern Asia)
- South-eastern arrivals (New Zealand and Tasmania)

Re-notification to the following Local Government Areas prior to trial starting will occur:

- Murray River Council
- Edward River Council
- Campaspe Shire Council
- City of Greater Bendigo
- City of Casey

Industry working group meetings are ongoing.

The trial explores a more continuous descent if conditions permit. The idea is to absorb any delay higher up so that landing is a smoother descent and flight becomes more efficient.

Ran previous trial from Canberra to Melbourne and looking at other major airports also.

Question: What are the distances involved, i.e. the length of kilometres that the plane stays higher, which will make it less noisy and if so, where are the improvements?

May took that question on notice and will get back to CACG.

More information can be found at [www.engage.airservicesaustralia.com/aircraft-continuous-descent-trial](http://www.engage.airservicesaustralia.com/aircraft-continuous-descent-trial)

## **C. State planning update, Chair for Joanna Kormas**

The Chair passed on Joanna's comments to CACG:

- encourage CACG engagement on the new Plan for Victoria via the Engage Vic state government platform
- new secondary dwellings planning provisions must still comply with MAEO requirements.

Joanna asked for any relevant questions to be sent to her for attention.

## **7. Other items**

The Chair asked for other items and the following were raised and discussed:

- Tapestry podcast launch is 2pm on Friday 23 February. The podcast is about the six tapestries that once hung on walls of international arrivals. No one knew where they were after they were taken down but have now been found. Five of them hang at the entrance of the corporate office in T4. One is in storage. The tapestries show how Melbourne Airport is embedded in the community and the important history of Victoria.
- Regarding taxis and touting, does CACG want to write to the Minister about the problem? It's not getting better and is getting worse. CACG should probably follow up with a letter. The Chair to draft a letter.
- Bus options and routes are also a problem. Should there be more advocacy? Perhaps CACG should find someone in the Department to speak to? If we write to the Minister, then someone must respond. The story in the latest newsletter was good and highlighted the problem. Could we write to Ben Carroll? The Chair to draft a letter.

It's important for young people to get the chance to work at Melbourne Airport and better bus options and routes will help them to work at the airport.

- Include Gmail for CACG community members on the CACG page of the Melbourne Airport webpage. Some members are happy to use their own emails while others are happy to create a new Gmail. Questions around an email possibly increasing the workload for members, but also acknowledged that it's important to be accessible to the community. Don't need unanimous agreement as to which email to use. Perhaps we need a mini charter around accessing emails and if a member leaves the CACG, emails/accounts are disconnected. Perhaps thought needs to be given about bios and while being a community representative is important, it might be good to include other expertise members may have. If anyone receives too many emails, a new CACG Gmail can be forwarded to a main account. Members can report back each meeting on any emails coming in. The Chair to draft a charter.
- Noise topics for consideration:
  - Maybe put May's noise report into the noise section.
  - News on noise monitors. Heard that Melbourne installed three new monitors but no reporting on data has been shared with CACG to date.
  - Further explanation on the reporting on aircraft movements and noise and the modelling used. Some members found the modelling used confusing.
  - Some information on planning and noise.
  - Noise attenuation as a result of a third runway if it is approved to be built.
  - What are other noises (and not just aircraft noise) should be identified and acknowledged? E.g., construction, etc.
  - Aircraft performance: understanding fleet composition, the different performance of old, new and emerging aircraft types and the percentage of each.
  - When looking at WebTrack, you can click on aircraft flying overhead at that time. But also need a small paragraph on emergency aircraft that fly in the area and not being monitored.
  - Learnings from other airports and CACGs (or similar groups)
- The Airservices reporting is good but is also ever evolving, especially with new members asking questions and seeing things differently. Airservices reporting should tailor to community needs.
- The CACG is interested in Keilor Primary School attending meetings and perhaps the Overnewton principal would like to attend meetings too. Fonda will follow up.
- Would be good to understand sustainability improvements at Melbourne Airport and carbon emissions.
- Would like to hear more about traffic to and from the airport, planning in progress and potential changes.
- Is there a way CACG can give a sense of what's of interest over the next 12 months? Maybe we leave a place in the agenda for random topics and develop a list of four areas of interest.
- PFAS is another area of interest.

- The Senate inquiry into aircraft noise and its impact on amenity is underway. The deadline for submissions is 5 April and a final report is due 8 October. The Chair to draft some points for CACG discussion, possibly in an extra (online) meeting.
- CACG is an airport advisory group and airlines make their commercial decisions. Perhaps our involvement is with the federal government? It controls air traffic. Could they prioritise outcomes for better performing aircraft? We need to see a clearer policy direction on this. Additionally, planning controls sit with state and local government. How are they managing aggregate impacts or looking at managing them for the future?
- Interested to hear more about potential solutions to noise pollution. There are many impacts and there may be learnings from across the world. Solutions need to be practical. Good to describe the problem but also what can be done about it.

#### **Final comments around the room**

- Attwood Farming land: residents and Melbourne Airport fought to stop the land being rezoned to commercial and won. Currently, trucks are congregating in the area. It's possibly an encroachment issue. It's the let down area of runway 27. Melbourne Airport to follow up.
- A question was asked about the Melbourne Airport solar farms and whether they can power all terminals.

Melbourne Airport advised the two solar farms together, once the second solar farm construction is complete, can power the four terminals.

- Interested to hear more about the developments planned off airport, would like an update on what's planned.
- Interest has come in from a new member wanting to join CACG, General Manager of Holiday Inn Melbourne Airport. Melbourne Airport to follow up.
- The CACG requested an update on Airport Rail. Interestingly, in France since May 2023, any journeys that are possible in less than two-and-a-half hours by train cannot be taken as a flight.
- The Melton industrial land strategy is open for consultation until 29 February. Many Melton residents work at Melbourne Airport.
- A question for Joanna Kormas from the Department of Planning and Transport: where is government putting the 800,000 additional houses it announced as part of Victoria's Housing Statement?

(The statement sets a target to build 800,000 new homes — 80,000 a year — across the state over the next 10 years.)

- Would like to see simple, quick presentations as this will help members relay information back to community.
- A question was asked as to how much of the community is the CACG representing? Are CACG discussions relevant and topical to the community? How can we get community more involved and how can we get feedback from the community on how they're feeling? It's not clear whether CACG is truly representing community. Very interested to hear community sentiment. Discussion suggested it would be good to better understand whether feedback from the community at pop-ups and online reflects interests similar to those raised at CACG.

We noted members are always welcome to attend Airport consultation activities to get a feel for the attendees and their feedback. CACG members have different ways of taking information out to the public and sharing information occurs in various forms, such as in a

taxi or even at the hairdresser. Setting up contact emails will provide another means for the community to interact with CACG members to raise any concerns or questions and hear information.

- Keilor Historical Society has archives of information for any potential future research.

## 8. Close

Kim thanked everyone for attending and their contributions to the discussion and closed the meeting at 1.10pm.

Next meeting is scheduled for 21 May 2024, 10am-1pm, Quest Melbourne Airport

## Summary of actions

	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
1	20/02/24	Continuous Decent trial and distances plane stays higher	May	May CACG	
2	20/02/24	Letter on taxis and touting	Kim	ASAP	
3	20/02/24	Letter on buses and routes	Kim	ASAP	
4	20/02/24	Charter on Gmail use	Kim	Ongoing	
5	20/02/24	Further information re. off airport development for Michael so he can answer other businesses' questions	Shantelle	Ongoing	
6	20/02/24	PFAS – Annandale Rd	Ed	May CACG	
7	20/02/24	Fleet renewal update	Ed	May CACG	
8	20/02/24	Information on transformation to solar	Shantelle	TBC	
9	20/02/24	Highest noise decibel recorded	May	May CACG	
10	20/02/24	Runway 16 departures at night	May	May CACG	
11	20/02/24	Update on our noise monitors	Joe	May CACG	
12	20/02/24	The number of flights occurring between 6pm-6am for both international and domestic	Ed	May CACG	
13	20/02/24	Attwood farm land	Shantelle	May CACG	
14	20/02/24	New member for CACG	Monika	May 2024	
15	20/02/24	Information on where the 800,000 additional houses are to be built- new housing statement	Joanna	May 2024	
16	21/02/23	Sourcing a speaker on social and health impacts of runways for a CACG meeting <b>Note May 2023:</b> Accept coverage of a wider subject would make this easier	Monika	Continuing	Exploring further options after initial speaker not suited.

	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
17	15/08/23	Set up Gmail for each member	Kim	Continuing	Kim to liaise with members to set up
18	15/08/23	Members to consider items for discussion under noise standing agenda item	All	Ongoing	

## 8. Attachments

Airservices Australia CACG Presentation Feb 2024

Emergency Services Fact Sheet\_Final

Melbourne Airport presentation 20022024

NOTE: The Melbourne Airport Aviation Green Paper Submission Fact Sheet was handed out at the meeting. It can be found at [www.melbourneairport.com.au/corporate/industry-and-government](http://www.melbourneairport.com.au/corporate/industry-and-government)

An Emergency Services Fact Sheet was sent to CACG members with these minutes. That information can be found at [www.airservicesaustralia.com/about-us/about-our-operations/understanding-emergency-services-aircraft-operations/](http://www.airservicesaustralia.com/about-us/about-our-operations/understanding-emergency-services-aircraft-operations/)