

MELBOURNE AIRPORT



COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 15 August 2023, 10am-1pm

Quest Melbourne Airport

Present

Name	Representing	Location-Role
Kim Jordan		Independent Chair
David Cleland	Community	Greenvale
Susan Jennison	Community	Keilor
Maggie Baron	Community	Kensington
Michael Canny	Community	Business owner
Fred Ackerman	Community	Taylors Lakes
Greg Bisinella	Community	East Melbourne
Victor Ng	Community	East Gippsland
Petrus Barry	City of Moonee Valley	Manager Planning and Building
Eunice Wong	Brimbank City Council	Strategic Planner
James McNulty	Hume City Council	Manager Planning & Development
Debra O'Keefe	Airservices Australia	Manager Melbourne Control Tower
Joanna Kormas	Department of Transport & Planning	Manager Statutory (Planning) Policy
Hannah Johnson	Airservices Australia	Community Engagement Advisor
May Li Foong	Airservices Australia	Senior Advisor Community Engagement
Laura Brannigan	Melbourne Airport	Senior Manager Major Project Approvals
Meera Hamed	Melbourne Airport	Coordinator Community Engagement
Justin Barbour	Melbourne Airport	Government Relations Manager
Andrew Lund	Melbourne Airport	Head Communication and Engagement
Dr Monika Schott	Melbourne Airport	Engagement Manager

Name	Representing	Location-Role
Online		
Amanda Klingberg	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Assistant Director
Dr Warwick Wearing	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Senior Policy Officer
Tim Gill	Airservices Australia	Senior Advisor Community Engagement

Apologies

Name	Representing	Location-Role
Liam Stocker	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Regulatory Officer, Vic/Tas Airports and Economic Regulation
Rosie Offord	Melbourne Airport	Head of Master Planning
Fonda Zahopoulos	Community	Moonee Ponds
Margaret Giudice	Community	Keilor Downs
Matt Faubel	Community	East Melbourne
Liz Beattie	Victorian Trades Hall Council	Trades Hall project officer
Justin Burgess	Brimbank City Council	Strategic Planning Coordinator
Rachel Dapiran	Hume City Council	Director – City Planning & Places
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Stephen Pykett	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy

1. Introduction

Kim welcomed and thanked all for attending the meeting.

Kim acknowledged the Traditional Owners of Country and paid our respects to Elders past, present and emerging.

Greg Bisinella is representing Matt Faubel; Eunice Wong is representing Justin Burgess; Debra O’Keeffe is representing Neil Bain.

Kim welcomed Victor as a new member representing a regional voice.

May recently commenced working at Airservices and will be the representative in future, replacing Tim for general updates.

Kim noted DITRDCA was attending online because of staff shortages and did not have a presentation.

Members went around the room to introduce themselves considering the new members attending.

Apologies

As above

2. Confirmation of Minutes

Circulated 25 May 2023 — minutes accepted.

3. Update on action items

1. Setting up gmail accounts for every member and listing those on the Melbourne Airport website- talk offline to set those up for anyone interested. Benefit is for the public to be able to contact a member with any questions or comments.
 - Members agreed, Kim will contact them to help set those up
2. City of Maribyrnong invitation to join the CACG
 - Justin to follow up
3. CDO trial: May will cover in Airservices presentation
4. Hear more about the challenges of other Victorian airports: Joanna to cover in the DTP presentation
5. Include an update on addressing jobs deficit as a standing item: Monika to cover in community update
6. Sourcing a speaker on social impacts of runways for a CACG meeting: Monika continuing discussions with Victoria University
7. Add visitor centre to next agenda for discussion- Monika to cover in community update
8. Provide information on ICAO for next meeting: Tim to cover in Airservices update

Late items for discussion

Taxi issues: Andrew to cover in operations update

5. Melbourne Airport updates

A. Operations, Andrew Lund

Bonza announced new base on Gold Coast to fly to Melbourne and Avalon airports. They have scaled back some of their operations to improve reliability and due to only having four aircraft due to other aircraft being damaged by bird strike. Increased service between Melbourne and Port Macquarie.

Rex is launching Melbourne-Hobart flights on Thursday 17 August. Pilot and aircraft availability putting pressure on regional network causing regional operations to be scaled back.

Virgin Australia took delivery of their first 737 MAX aircraft and is using it to operate Melbourne-Cairns- Tokyo (Haneda). The 737 MAX aircraft provides better efficiency and more of these will come online.

International highlights include:

- Singapore Airlines: increasing frequency to five daily flights
- LATAM: resumes flights from Santiago on September 02

- Qantas: increasing flights to Los Angeles to nine each week (including A380) from October; increasing Tokyo service to daily (Narita)
- Vietnam Airlines: commenced direct flights to Hanoi in June
- China Southern: increasing to three daily flights to Guangzhou from November
- Aircalin: resuming three weekly flights to Noumea from December

Question: How is the airport coping with increasing flights?

Baggage is still a challenge. The airport workforce is still an issue with job vacancies to fill. There is a morning peak, the international terminal can be close to capacity. We are asking airlines to schedule flights in the afternoon to relieve some pressure.

Comment: Interesting to note Lorie's comments re Qatar.

Lorie's comments weren't focused purely on Qatar- there are other markets such as Turkey, Vietnam and Sri Lanka that could also benefit from a more "open skies" approach. The current system works on a "just in time" basis but given the long lead time that airlines need to order aircraft and plan for new destinations, they need certainty well in advance.

Turkish Airlines have had talks with Melbourne and Sydney airports about flying conducting flights; held a gala dinner in Melbourne. Bilateral agreements mean the airline can only operate one flight a day. It is not enough. They also need to resolve fifth freedom issues, so they can sell flights between Australian and wherever they stop in south-east Asia.

Passenger numbers

May 2023- Domestic: 1,863,220; International: 744,868. Total (ex transits): 2,608,088

June 2023- Domestic: 1,848,712; International: 825,480. Total (ex transits): 2,674,192

July 2023- Domestic: 2,007,697; International: 918,694. Total (ex transits): 2,926,391

Domestic travel has rebounded quickly after Covid. The airport is sitting around pre covid numbers.

June aircraft movements (take-offs and landings) for 2023 were more than June 2019. We are hovering around 90% capacity of domestic and international pre-covid passenger numbers.

For FY23- Domestic: 22,504,461; International: 8,278,905. Total (ex transits): 30,783,366.

Question: How has Sydney Airport bounced back in comparison?

Melbourne Airport is on par with Sydney Airport. Can do a comparison next meeting, considering Melbourne is now largest city in Australia. Jetstar has taken capacity from Sydney to launch flights from Melbourne to Fiji.

Lotte has taken over Duty Free, as the third biggest company in Korea. Lotte have big plans over the 10-year agreement with Melbourne Airport.

T1 development- some hoarding is down and St Ali is now operating. Rustica and Hungry Jacks are about to open. There have been challenges with construction, causing some retailers to be delayed in opening. More retailers due to open progressively between now and Christmas.

Work is currently underway on accessibility. Consultants are leading the work to make the airport more accessible. Accessibility is not only for wheelchairs and includes a range of disabilities. We are holding workshops across the airport with employees, airline staff and passengers to bring everyone together to address accessibility issues. A huge issue is in moving passengers from the aircraft, to outside the terminal, to pick-up. Looking to make an easier experience, including through security.

Question: staff overseas wear the sunflower symbol to show they are trained in assisting passengers with a disability - can Melbourne Airport do something like that?

Melbourne Airport uses the sunflower symbol. Passengers wear a lanyard with the sunflower. It signals airport employees that the passenger has special needs and to give assistance. More training for all staff is being undertaken, customer service training such as Stepping Forward is for all who work at the airport to undertake.

Comment: this is not the same as having staff wear the symbol, because it is not allowing the passenger to be in control of the interaction by choosing appropriate staff to help them.

Need a consistent accessibility experience for all passengers. Hume Special School has had classes of children on excursions through the airport and security is being very accommodating to help students.

Question: Vision Australia has a good program to support people and can maybe be adapted to the airport. Why go hunting around when good examples exist?

We are aware and looking at those. One option might be that Melbourne Airport takes on the role of accessibility for passengers for all airlines and contractors, so passengers have a seamless end to end experience moving through the airport to their pick up and drop off. Government is aware of Melbourne Airport's poor accessibility.

Comment: There is much congestion at international arrivals; not enough signs directing people to first bank of passport machines and that there are more machines further down.

There is some work being done on the walk passengers take through arrivals. More signage is needed. Some of the design dates back to the 1970s and is outdated.

Ground transport

Naarm Way is now open, a new road going from the highway into T4. Vehicles that are too high are using the road and becoming stuck. New signage on freeway is now alerting drivers of the height restriction of 2.5 metres. Some signage on the highway is too small and unclear. Need further talks with VicRoads to rectify.

There have been taxi protests at the airport about the uber pick up at T2. Taxi drivers feel they have been pushed out. Data tells us only 8% of passengers currently use taxis and 16% take ride share. Melbourne Airport must facilitate passenger preference.

We introduced a system for short fares where taxi drivers who accept a fare of under \$35, can jump the second holding bay. However, the system is already under review as some taxi drivers are already rorting it- putting fares of under \$35 through to prove a short fare and then refunding the fare.

Taxi touting is still posing a significant problem. Passenger complaints are increasing, of being harassed and ripped off. Drivers stand in arrivals hall and whisper 'taxi' to passengers and give excuses for their metre not working then doubling the fare. We're asking Commercial Passenger Vehicles Victoria (CPVV) to impose fines, only they can do that. New announcements in terminal are alerting passengers to not accept lifts unless from designated taxi areas or uber. We are towing illegally parked cars. Touters are a blight on the airport and Melbourne.

Question: How does Sydney manage fares? Do they have the same problem?

Not sure. It does not seem to be an issue in other states, but we will investigate as to what other airports do. We cannot stop touters entering the arrival hall or parking at the airport.

Question: some cities have a set fare. Could Melbourne look at that?

It would not be an airport decision.

Question: Is Melbourne Airport working with the taxi industry to fix the problem?

The taxi industry is now very deregulated and fragmented, so it is difficult to work with the taxi industry. Melbourne Airport wants touters out.

Noise monitors

Melbourne Airport's three portable noise monitors are now live. They are included on Airservices' Webtrak to show measurements of noise levels in decibels: <https://webtrak.emsbk.com/mel3>

The noise monitor for Keilor was moved because of noise contamination and is now near Brimbank Park. The only noise contamination we are now seeing is from birds. The noise monitor for Sunshine is at Sunshine Hospital under the flight path and the noise monitor for Bulla is at the Bulla Hill Railway park. We can move these considering they are portable and if the community would like the monitors in other locations.

These noise monitors are independent of the ones Airservices manage. The Melbourne Airport noise monitors sit under flight paths to measure current flight activity. This can help validate modelling for the new runway flight paths and helps to explain the noise levels people may be hearing. It also gives a frame of reference to what noise sounds like in the future.

The airfield tour for CACG (November) will show the level of noise of newer aircraft, which are much more efficient with newer engines that are quieter. Incremental change in improving aircraft.

Comment: Chair noted we agreed to have noise as a standing agenda item and invited CACG members to consider other noise topics that can be discussed at meetings, to improve knowledge level. Think about what you would like to know and pass on any suggestions to Kim or Monika.

Comment: It is not just aircraft that make noise- freight, weather, etc., can add to noise levels.

It was suggested that Envirosuite, the consultants working with Melbourne Airport on noise monitoring, can speak about noise.

B. Planning, Laura Brannigan

Things are quiet while we wait for a decision on the Major Development Plan for the third runway (MDP). The submission was made in February and remains in review by the Department of Climate Change, Energy, the Environment and Water (DCCEEW), and EPBC Act. Significant considerations include environmental offsets for significant assets and PFAS.

DCCEEW will trigger the final stage of the MDP assessment before sending it to Minister King's office for consideration. The MDP has not gone to the Minister yet.

We expect 2030 is when the third runway would open. There is a large piece of work around airspace design that takes years to do. It involves detailed modelling around flight paths, impact assessments and public consultation around the planning of flight paths. Community impacts continue to be discussed. We are drafting terms with Airservices for a detailed airspace design process.

Parallels can be seen with Western Sydney International (WSI) and Melbourne Airport. Similar economic and social impacts, but different process. WSI's preliminary flight paths have been

published and the draft EIS will be released in September. Details on the WSI preliminary flight paths and public consultation can be found at www.westernsydneyairport.gov.au/flight-paths

WSI is due to open in 2026.

Runway 16/34 (north south runway) maintenance works continue. Asphalt pavement and grooving is complete. There were delays to lighting replacement due to delays to environment approvals.

An additional displaced runway stage has been added in September which will see main runway closures until October, followed by limited closures until mid-February. There will be no significant change to community impact. Works are due to be completed in February.

Question: What is the cost of the project?

Do not have that cost on hand. We will take that on notice and come back to CACG with an answer. It is a big project as teams of people are mobilised every night to do maintenance works.

Answer (post-meeting): Final figure not yet available but expected to be c.\$80-90M.

C. Community, Dr Monika Schott

Community pop ups

Keilor v Maribyrnong football match, Joe Brown Reserve, Saturday 29 July, including sausage sizzle, spoke to around 300 people.

Sunbury Road viewing area, Saturday 03 June. Around 100 people attended.

Woodend Farmers' Market: Saturday 02 September, 9am-1pm; Corner High Street & Forest Street, Woodend

Altona Cherry Lake Farmers' Market: Sunday 01 October, 8am-1pm; Cherry Lake, Altona.

Taylors Lake Community Festival: Sunday 29 October 2023, 10am-2pm; Taylors Lakes Linear Park, Chichester Drive, Taylors Lakes.

Other activities around community include:

- Employee volunteering at the Hume Whittlesea Local Learning and Employment Network 'Real Industry Job Interviews', Thursday 17 & Monday 21 August. Eight schools and 270 students participating.
- Newsletter 4 will be out once a decision on the MDP is received.
- Spoke with near neighbours about the planning for a new intersection on Sunbury Road to give access to construction of the third runway if approved. Works will not occur if MDP is not approved.
- Supported Air Bp and their women in aviation air refuelling open day on 18 and 19 July. Over 150 young local women registered to attend.
- The Victoria University MOU is drafted and includes student placements and internships, employment opportunities supporting Western Chances Scholarship recipients, the Visitor Centre, research, policy advocacy and community projects and events, and the Brimbank Technical School.

Visitor Centre

Preferred site near the viewing area on Sunbury Road. Will seek an EOI from architects with a community, sustainability and education focus, prefer architect based or with experience in the north or western suburbs of Melbourne.

Comment: it would be good to understand what the airport wants to achieve with the visitor centre, rather than having something designed then working out what to do with it.

Schools program

Hume Valley Special School is bringing 12 classes on school tours of the airport over August and September. We are doing an incursion to 90 grade preps at Melton West Primary School in August too.

Flinders Christian Community College is bringing 95 Year 9 students out for airport tours in October, to learn about the airport as its own community. Sunbury Cobaw is bringing 12 special needs adults to visit the airport, and Sandybeach Community Centre and Melbourne Polytechnic are bringing 15 special needs adults each. The aim is to familiarise students and teach them about the airport.

Jobs

There are currently just under 800 job vacancies across the airport. Some contractors from Melbourne Airport have registered interest to participate in the Jobs Fair at Watergardens Shopping Centre 16-19 August, supported by the City of Brimbank.

Contractors are also listing jobs on the Melbourne Airport Joblink:

www.melbourneairportjoblink.com.au

Lotte and other retailers have large vacancies.

Community grants

Ten community grants of up to \$10,000 are offered to neighbourhood houses within 15 kilometres of the airport (around 50). These are currently being assessed and will be awarded in September.

Question: How are the grants advertised?

The community grants aren't advertised except directly to the applicable neighbourhood houses. The Community Giving Fund will be advertised.

A new Community Giving Fund will be opening in September, with up to \$2000 available to community, sports or service groups from areas surrounding Melbourne Airport for any number of initiatives and projects that support community needs. These may include uniforms for sporting clubs, supplies for art exhibitions or community events, upgrades to a social enterprise or contributions to community kitchens, libraries or gardens.

6. Guest presentations

A. Federal government, Amanda Klingberg

Amanda recapped the information provided previously about the Aviation White Paper that sets the scene for future growth in the aviation sector, looking at sustainability, economics, policy settings, and what is working and what is not.

Consultation has informed the green paper, which is on track for release in the next month. It will be open for consultation for 12 weeks. The green paper will inform a final white paper, which is due out mid-2024. Details are available on the website at www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-white-paper

The Jet Zero Council has been established to look at aviation sustainability and how the aviation sector can contribute to net zero. The Council sits inside DEECCW and began in June 2023 to work with government. It comprises stakeholders across the aviation and fuel sectors. An airport seat

exists and is on rotation; Brisbane Airport is first to sit in the airport seat. Details on the Jet Zero Council can be found at <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/australian-jet-zero-council>

Comment: Airservices sends notifications on upcoming programs and activities. It would be good to be notified of upcoming consultation and green paper instead of having to check the website.

Amanda offered to email details of the green paper to Monika or Kim.

Comment: Airservices notifies CACGs on upcoming programs and activities. CACG would appreciate being notified of upcoming consultation and green paper instead of having to check the website.

Amanda offered to email details of the green paper to Monika or Kim.

* Details were emailed after the meeting. CACG members and any person can email aviationwhitepaper@infrastructure.gov.au and ask to be included on the mailing list for updates on consultation, events etc.

B. Airservices Australia, May Li Foong

Air traffic movements peaked on 24 June with 4592 movements. Noise complaints for May – July 2023 comprised:

- 123 individual complainants
- 174 contacts
- 100 new complainants

56 Suburbs recorded complainants:

- Attwood – 14
- Westmeadows – 10
- Keilor – 7

29 suburbs recorded a single complainant. Attwood and Westmeadows complaints related to runway works.

The spike in June may be due to northerly winds and can be attributed to the increased flights that month. It came down to more usual levels in July.

Ran numbers for pre-covid and there was a similar spike associated with the change in winds and associated change in runway use.

To check aircraft noise in your neighbourhood, enter your address or select Melbourne at www.aircraftnoise.airservicesaustralia.com. Select 'What flight disturbed me' and 'Melbourne complaints report'. Airservices has six noise monitors (excluding the three Melbourne Airport noise monitors).

WebTrak for Melbourne has been upgraded to expand the coverage area from a 40-kilometre window to an 80-kilometre window of Melbourne. The delay of operations to WebTrack has also been reduced from 40 minutes to 15 minutes.

Continuous Descent Operations trial

Trial started in December 2022 for arrivals into Melbourne on route Q29 from Canberra and Sydney. There are no community impacts as flight levels are above 20,000 ft (6,100m) and the distance out of Melbourne Airport is over 200 nautical miles (374km).

Received positive feedback from pilots in providing a more predictable and efficient descent with weather and traffic. Currently working on benefit quantification and reporting.

Phase 1 feedback discussed at workshop on 25 July with airlines, Airservices Australia, Melbourne Airport and IATA. Plans for trial expansion also discussed.

Now in phase two, and trial is to expand in Q4 2023 to northern arrivals (Queensland + Eastern Asia) and south-eastern arrivals (New Zealand and Tasmania). An environmental assessment and community engagement plan have been prepared, information is to be published on Engage Airservices website, communities that may notice a change in operations will be notified along with the CACG, and advertisements will be placed in local papers for suburbs that are currently less overflown.

Flights are at high altitude between Swan Hill and Shepparton. Any changes noticed in the community are likely to be visual only: seeing aircraft or their contrails.

Community engagement standard

May recapped that Airservices is developing a new national community engagement standard covering community engagement on flight path and airspace changes.

Consultation on the draft standard occurred 03 May – 23 June, with 560 people contributing via a survey and 4,000 hits on the Airservices Engage page. Feedback is being incorporated and the aim is to publish the standard in August 2023.

International Civil Aviation Organization (ICAO), Committee on Aviation Environmental Protection (CAEP), Tim Gill

Airservices is supporting Australia's representation on the ICAO CAEP, including Working Group 2 which focuses on key areas including reducing non-CO2 effects on climate change, updating continuous descent operations manual, and contemporary practice of noise management. Exciting because of the change happening in industry. Looking at what happens around the world, such as noise monitoring systems.

Working collaboratively helps to understand what is happening in other places, such as Canada introducing an airspace, and the community engagement standard; work with airports in the community engagement space; better aligns international guidance and policy; helps shape discussions; and gives understanding on what Australia is doing well and where can we learn.

Question: There are many aircraft with different noise levels- what are we doing to ensure airlines are delivering the best aircraft? How can we ensure better outcomes for community with better aircraft?

ICAO looking at what the next aircraft look like, quieter aircraft. ICAO guides that and looks at how aircraft can improve on previous models. Not every airline around the world can upgrade their planes. Longer term piece will involve looking at what happens elsewhere and with manufacturers.

Question: what does Airservices do with noise complaints?

Airservices considers 'complaints' as enquiries because some enquiries are complaints and others are genuine enquiries. Complaints are investigated relative to aircraft movement. Sometimes an operator is not working to the agreement and Airservices investigates why. If they are operating legitimately, there is little Airservices can do.

Complaints can inform airspace changes and are explored to improve the experience for community. Complaints can inform a bigger piece of work, can influence or guide change in flight paths, particularly for noise sensitive sites.

Question: what is referred to as non CO2 impacts?

Hydrocarbon and soot coming out from behind an aircraft and ice crystals forming can have both warming and cooling effect. These are localised with more broader impacts.

Comment: Thanked Tim for his fantastic presentations over the years. Tim tried hard to respond to suggestions and criticisms, particularly on presentations. Thank you, Tim.

C. Department of Transport and Planning, Joanna Kormas

DTP is responsible for planning according to state government policy, with every planning scheme having a section on airports. State planning policy aims to strengthen the role of airports and airfields across Victoria. It guides their siting and expansion and safeguards their ongoing, safe and efficient operation. Airservices works in real time, and the state government planning function is for future use and development planning by considering Melbourne Airport forecasts.

Specific planning controls apply to several metropolitan and regional airports. The National Safeguarding Framework of Victoria was implemented in 2012 to ensure developments do not get too close to airports and their environs. Airports matter economically. Housing growth must be informed by airport protections, among other strategic considerations. Ramsar sites, green wedge zones, bushfire controls (prioritise human life), open space, flooding zones, etc., all need to be balanced with airport operations. Melbourne Airport has an overlay that protects the environs of airport.

The government is looking at better ways to express spatial information. The VicPlan function can be used to see overlays, contours, noise data and layers for any address. Planning decisions must consider noise exposure forecasts and minimise the detrimental effects of aircraft noise.

In other news, great improvements have been made over the past 18 months with new, better DTP webpages. Melbourne Airport is listed under guides on the 'Airports' webpage:

<https://www.planning.vic.gov.au/guides-and-resources/guides/all-guides/airports>

Question: The MAEO is mainly around noise- is there more work around advising statutory planners around triggers?

Yes. DTP is progressing work set out in the Victorian Government response to the Melbourne Airport Standing Advisory Committee report, including the mechanisms to obtain advice from or notify airport operators and regulators of proposals surrounding airports.

7. Other business

A. General

As the taxi matter was covered at length earlier, it was agreed no further discussion was required.

An airside tour for CACG members has been set for 9am before the start of our November meeting.

New members: Two years ago, we went out for new members. We recruited new members and they have enriched CACG. There is a new advertisement coming out inviting new members.

Fred will follow up with St Augustine to see if someone from the school would like to join CACG.

Noise topics: Kim suggested that when we have a new round of members, we could call for representatives from the noise ombudsman and Airservices noise section to present.

B. Group discussion/comments

Kim went around the room, asking members for comments:

Victor thanked everyone for welcoming him and the opportunity to contribute.

It is good to have taxi touting on the agenda to be able to fix the problem.

Michael thanked Andrew for presenting to the Visitor Economy group. It was a huge benefit to the group, with members interested in the visitor centre and passenger numbers.

Maggie commented it would be good to understand who controls the levers for sustainable outcomes. Bilateral agreements, what do they mean? Perhaps use charts to interpret some of the data presented.

Good sign to see noise complaints quite low.

Comment made that meetings are good with lots of information presented but it would be good to see more focus on the future.

Airservices' presentation has lots of information, which is great, but maybe focus on smaller chunks of data. No criticism for any of the presentations, but maybe break it down a little.

James commented that he can facilitate introductions through Hume Council with anything related to the visitor economy, planning and building.

Kim reminded presenters to consider the room in which the slides are being shown – think about being able to read them from the back of the room.

C. Actions

See below.

8. Close

Meeting closed 1pm

Next meeting 21 November, Quest Melbourne Airport

9am Melbourne Airport tour

10.30am meeting start

9. Summary of actions

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
15/08/23	Set up Gmail for each member	Kim	November 2023	
15/08/23	Follow up on Maribyrnong re-joining	Justin	November 2023 meeting	
15/08/23	Members to consider items for discussion under noise standing agenda item	All	Ongoing	

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
21/02/23	Sourcing a speaker on social impacts of runways for a CACG meeting Note May 2023: Accept coverage of a wider subject would make this easier	Monika	ASAP	
15/08/23	Passenger number bounce back comparison to Sydney Airport	Andrew	November 23 meeting	
15/08/23	Touter management at other airports	Andrew	November 23 meeting	
15/08/23	Cost of overlay project	Laura	November 23 meeting	Closed – see remarks above
15/08/23	Website details of green paper	Amanda	ASAP	Closed — see remarks above
21/02/23	Include an update on addressing jobs deficit as a standing item	Monika	August 2023 meeting	Closed

10. Attachments

230822 CACG August 23 presentation

CACG meeting - DTP update - August 2023

Airservices Australia Presentation Aug CACG