

## MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP

# ANNUAL REPORT 2017

### INTRODUCTION

The Melbourne Airport Community Aviation Consultation Group (CACG) works collaboratively to achieve broad community engagement on airport planning, development and operations, and their impact. It provides advice regarding communication, consultation and engagement to Melbourne Airport and other stakeholders.

In particular, its role is to:

- a. provide a forum:
  - i. for community members and organisations to raise issues and express opinions regarding Melbourne Airport, particularly with regard to planning, development and operations; and
  - ii. for dissemination of information regarding Melbourne Airport, to complement measures employed by airport management and processes required to satisfy statutory obligations;
- b. identify current and emerging trends in respect of community opinion relating to Melbourne Airport;
- c. stimulate the interest of the local population in the development of the airport;
- d. collect and analyse feedback from the community regarding Melbourne Airport;
- e. report with recommendations to airport management regarding community perceptions and concerns relating to Melbourne Airport; and
- f. review and discuss any other community-related issues, and engage with the appropriate organisations regarding these as needed.

The CACG has no authority to direct others and its function does not replace statutory or established communication and consultation mechanisms employed by the various parties it works with.

### MEMBERS

The following persons are members of the CACG.

Independent Chair: Darrell Treloar RFD

Australian Mayoral

Aviation Council: Cr Adam Atmaca (until 22 October 2016), Cr Jack Medcraft (from 15 November 2016) and Michael Sharp (proxy: Kelvin Walsh)

Community: Fred Akerman (from 21 February 2017), David Cleland (from 21 February 2017), Peter Hurst (from 21 February 2017), Susan Jennison OAM, David O'Connor, Mateja Rautner (until December 2016) and Frank Rivoli

Local Government Officers: Melbourne Airport Noise Abatement Committee:	Bob Baggio (proxy: Steve Finlay) and Henry Bezuidenhout  Leanne Deans (until February 2017)
Victorian Department of Environment, Land, Water and Planning:	Jane Homewood (proxy: David Kirkland - Allison Glynn attended the February 2017 meeting)
Victorian Trades Hall Council:	Luke Hilakari (proxy: Liz Beattie)
Virgin Airlines:	Captain Darren Gray (proxies: Captain Paul D'Elia and Captain Damian Spencer)

With the exception of the Independent Chair, all members donate their time on a pro-bono basis.

In addition to the members noted above, meetings were attended by representatives from the Commonwealth Department of Infrastructure and Regional Development (Leonie Horrocks, Marcelo Alves, Joshua Ireland, Cameron Rimmington and Kathryn Kominek); Air Services Australia (Alby Goodsell, Neil Hall, Jenny Welsh and Dilan Withanage); and Melbourne Airport management (Kris Perkovic, Anna Gillett, Trent Kneebush, Melanie Hearne, Renee Atkinson, David Farrell, Kristi High, Rebecca Dickson, Michael Jarvis, Kerr Forbes, Grant Smith and Tim Gill.

#### **SUPPORT STAFF**

Secretariat support was provided by Anna Gillett (Head of Government & Stakeholder Engagement) and Kris Perkovic, until his departure from Melbourne Airport in March 2017. Other Melbourne Airport staff that also assisted the CACG throughout the year, included Kristi High, Helen Love, Amanda Bennett, Vicki Nesci, and Caroline Doherty.

#### **CHAIRMAN'S REPORT – Darrell Treloar**

The revised meeting format which was trialled throughout 2016 and adopted at our November meeting has led to a number of significant improvements in the way the CACG functions. It allows members greater time to become informed regarding issues and makes more time available for discussion, resulting in better outcomes being achieved. Specific details are discussed below but benefits include fuller consideration of MDP study reports and exploring those issues of most concern to the community in greater depth. One example of this was the examination of Noise Abatement Procedures employed at Melbourne Airport and the resulting recommendations we made to Airservices and airport management. The new format also removed routine reports, which were perceived to be of minor importance by the public in attendance, from the open meeting to the pre-meeting and allowed greater time at the open meeting to be devoted to public submissions and questions.

Melbourne Airport's Runway Development Program remained a key focus. Update reports were provided at every meeting and the findings of individual studies explained and discussed. The CACG monitored progress with the Airports Amendment Bill 2016 and we made a further submission arguing for the monetary trigger for mandatory preparation of MDPs to be no more than \$25million. Airport safeguarding continues to be of concern and while some actions of the Victorian Government suggest it is being taken seriously, other decisions, such as inappropriately rezoning government owned land within the Melbourne Airport Environs Overlays for dense residential development, raise questions regarding its commitment to the principles of airport safeguarding and their stated policy.

During the past year, 76 residents attended the four CACG meetings. They asked 77 questions which were answered, mainly by Airservices Australia and Melbourne Airport officers. The questions and answers are recorded in the minutes, which are published on the Melbourne Airport hosted CACG website.

I again attended the annual CACG Chairs' Forum, held in October 2016, where CACG Chairs from across Australia met with representatives of the Commonwealth Department of Infrastructure and Regional Services to discuss current issues and share experiences and lessons learnt. A significant outcome was the report by the Department on the findings of the Orima Review of CACGs and Planning Coordination Forums, which led to the CACG Guidelines being revised and a suite of information documents being prepared to assist CACGs in their work.

Membership of the CACG changed with a number of people moving on and agencies nominating replacement delegates. These included:

- Cr Jack Medcraft replaced former Cr Adem Atmaca as one of the two Australian Mayoral Aviation Council Delegates
- Jane Homewood joined the CACG as a nominee of the Victorian Department of Environment, Land, Water and Planning, following Jim Gardner's departure in June 2016, and David Kirkland was appointed her proxy
- Mateja Rautner resigned and three new community members: Fred Akerman, David Cleland and Peter Hurst, were appointed following an open selection process
- Leanne Deans, nominee of the Noise Abatement Committee, resigned and I was subsequently appointed to fill this role. The contributions made by the departing members are very much appreciated and were acknowledged by the CACG, while the new members were made welcome.

Ron Brent, former Aircraft Noise Ombudsman (ANO) retired in late 2016 and Narelle Bell was appointed as his replacement. Ms Bell wasted no time in accepting an invitation from the CACG to attend a meeting and joined us on 16 May 2017. Alby Goodsell took over as the local Airservices Australia officer supporting our meetings and higher level support continues to be provided by Neil Hall. Marcello Alves, who had been a regular meeting attendee on behalf of the Commonwealth Department of Infrastructure and Regional Development moved on to another role within the Department.

Cameron Rimmington attended in the interim with Kathryn Kominek attending her first meeting in May. Ms Kominek is expected to be the primary Department representative. Key Melbourne Airport staff: Michael Jarvis, Kerr Forbes and Anna Gillett were unchanged, resulting in stability in this area during the year.

While the CACG is unable to direct other agencies, I believe it is making a difference - new directions are being explored, the work of the CACG is respected and taken seriously, and a number of small improvements are contributing to better outcomes. This would not happen without the valuable contributions made by many people. Consequently, I offer my sincere thanks to all CACG members, past and present, and representatives of the various agencies, who contribute their valuable time to the work of the group. The ongoing support provided to the CACG by the whole Melbourne Airport team is also greatly appreciated. Finally, I thank all residents who have taken an interest in the CACG and helped us by speaking out about those matters of importance to them.

## **HIGHLIGHTS, CHALLENGES AND OUTLOOK**

The CACG has developed and employs a guiding plan, the *Melbourne Airport Community Aviation Consultation Group Strategic Plan 2016-2019*<sup>1</sup>, which identifies four strategies as follows:

1. Monitor Airport Development and Growth - monitoring growth, development plans and project implementation with a view to fostering maximum community involvement in consultation processes and making submissions, where appropriate. This includes but is not restricted to responding to major development plans and preliminary draft master plans prepared under the *Airports Act 1996*.
2. Community Engagement<sup>2</sup> - expanding and improving the level of community communication and engagement relating to CACG activities, including in relation to the six prominent issues identified above.
3. Airport Safeguarding - proactively participating in public processes to ensure land use planning decisions do not result in inappropriate residential development, exposing residents to unacceptable impacts, including high levels of aircraft noise, or restrict the future operation of the airport.
4. Sustaining the CACG - ensuring appropriate membership and supporting members.

The CACG strategic plan also identifies several prominent issues to be addressed by the CACG during the life of the plan. These issues represent those of greatest interest to people from the community who attend CACG meetings and which have been actively promoted by community members of the CACG.

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<sup>1</sup> The Melbourne Airport Community Aviation Consultation Group Strategic Plan 2016-2019 was adopted on 17 November 2015. It can be viewed at [www.melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/cacg-documents](http://www.melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/cacg-documents)

<sup>2</sup> The Melbourne Airport Community Aviation Consultation Group Communications and Engagement Plan can be viewed at [www.melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/cacg-documents](http://www.melbourneairport.com.au/about-melbourne-airport/melbourne-airport-partners/about-cacg/cacg-documents)

They are (in priority order):

1. Community health
2. Runway Development Program
3. Aircraft Noise Abatement
4. Curfews and noise sharing
5. Inappropriate development
6. Ground transport.

This section of the Annual Report discusses highlights, challenges and the outlook for each of the four strategies.

### **Strategy 1 - Airport Development and Growth**

Work by Melbourne Airport on preparation of the Runway Development Plan (RDP) Major Development Plan (MDP) for construction of the proposed third (East -West) runway and extension of the existing East-West runway has been progressed over the past two years and the CACG is regularly briefed on the overarching program of technical studies being undertaken. Only a small number of studies have been completed thus far, however, the CACG was briefed on the key findings of those that have. They were:

- *Ecological Impact Assessment - 2015/16*
- *Property Values Study - Professor Chris Eves, RMIT presented in February 2017*
- *European Heritage Study - May 2017*
- *Landscape and Visual Study - May 2017*

The presentations and summaries of findings of the studies<sup>3</sup> have been sufficiently detailed for CACG members and the community to understand the processes employed by the relevant consultants who did the work and the contribution the studies will make to the MDP. This is consistent with the airport's commitment to being open and transparent throughout the process, releasing the findings of the studies as they are completed. CACG members were able to raise questions regarding the studies during presentations on them and to date; the method of reporting has been well received. Melbourne Airport has advised the MDP is likely to be placed on formal exhibition later this year and it is expected the findings of the remaining technical studies will be released and reported to the CACG at its August and November meetings. Notwithstanding the airport's openness with respect to the technical study findings, the heavy workload anticipated as the remaining studies are released over the coming months will need to be carefully managed to ensure they are fully and appropriately dealt with. Following the announcement the MDP is likely to be exhibited over the Christmas / New Year period, the CACG expressed concern that the timing may deny interested people sufficient time to review and comment on it, particularly if it is only exhibited for the prescribed 60 business days.

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<sup>3</sup> The summaries of findings of the completed technical studies can be viewed on the Melbourne Airport web site at <http://melbourneairport.com.au/developments/runway-development-program/whats-in-the-mdp.html>

Melbourne Airport responded positively and has agreed that the period between Christmas and New Year not be included for the purpose of satisfying the exhibition period requirement, and that the closing date for submissions will be after the February 2018 CACG meeting. This acknowledges that many people take holidays in January and will ensure the CACG is able to hear community views at its February meeting, prior to finalising its submission to Melbourne Airport<sup>4</sup>.

Significant developments at Melbourne Airport over the past year were:

- Two new warehouses were built, following MDP approval being granted, and both are now occupied and operating as major distribution centres.
- The new equipment room for the Melbourne Air Traffic Service Centre (ATSC) is complete and the building design for the ATSC extension to house the OneSky system has also been completed. Tenders for construction of the extension will be invited in 2017.
- MDP approval for the Melbourne private jet base granted and construction commenced.

Melbourne Airport hosted two inspection tours of the airport. These allowed CACG members to see firsthand; work in progress, completed projects and the sites where work is planned. The first tour, in October 2016 was also made available to people from the local community nominated by CACG members, while the second tour was held in conjunction with the CACG strategy day held on 18 April 2017.

The CACG considers development projects planned for the airport and where appropriate, offers its views and participates in formal consultation processes. It also monitors community reaction and facilitates community input through its open meetings.

### **Strategy 2 - Community Engagement**

The four quarterly CACG meetings were attended by 76 residents<sup>5</sup> and a total of 77 questions were asked and answered. The meetings continued to offer a forum for members of the community to engage directly with Melbourne Airport and Airservices Australia staff, both during the time set aside at each meeting for questions and submissions, and informally before and after meetings. Information stands at the meeting venues were staffed by Melbourne Airport from 6:30 to 8:30pm.

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<sup>4</sup> Subsequent to the end of the reporting period, Melbourne Airport advised most of the MDP studies will not be completed until 2018 and as a consequence, the MDP is now expected to be placed on public exhibition in 2018.

<sup>5</sup> The figure quoted is an aggregate of the number of persons at each of the four meetings.

The CACG adopted the modified meeting format it had been trialling throughout 2016, at its November 2016 meeting. It comprises a two hour (minimum) CACG pre-meeting for members only during the afternoon, followed by a one and a half hour CACG meeting at 7:00pm which is open to the public. The new model removed presentations on those subjects of limited interest to the community from the open meeting and they are now dealt with at the pre-meeting. It also created a block of quality time at each pre-meeting for members to consider the six prominent issues listed in the strategy plan and other items. The amount of time allocated for questions and submissions from the public at the CACG meeting is up to one hour, compared with 30 minutes under the earlier format. The Chairman provides a brief report on the pre-meeting and Melbourne Airport reports on operations and new developments. The minutes of both meetings are published on the Melbourne Airport hosted CACG website.

The six prominent issues are being addressed and the current status of each is as follows:

### **1. Community Health**

Robert Quigley, a public health specialist and the lead consultant for the RDP Health Impact Assessment presented at the CACG pre-meeting and open meeting held in at November 2016. He noted that the presentation was a progress report and outlined the scope of the assessment, which includes:

- potential noise effects on health (e.g. sleep disturbance, cognitive ability)
- potential air quality effects on health (e.g. hospital admissions, cancer risks)
- potential employment effects on health
- identifying the potential effects and how they might be further avoided, mitigated and/or monitored.

He reported that the Health Impact Assessment will consider both the positive and negative impacts of the RDP on the community, and highlighted employment as a determinant of positive health and wellbeing. He also invited questions and comments from CACG members and the public regarding the study, which he responded to. Further work is being done and the final report is anticipated in the second half of 2017. The CACG discussed the need for a more general health study to look at the overall impact of airport operations on community health, rather than only as it relates to the MDP, and agreed this will be given more consideration once the final MDP health study findings are known.

### **2. Runway Development Program**

The status of this item is reported under *Strategy 1 - Airport Development and Growth* above.

### **3. Aircraft Noise Abatement**

This item was considered in some depth during 2016. The CACG received a number of expert presentations regarding aircraft noise abatement and noise complaint procedures, and considered possible improvements which could lead to better outcomes for the community. As a consequence of this, the following four recommendations were made to Airservices Australia and Melbourne Airport in November:

- a. That national and international experience with noise abatement is investigated to identify lessons that could be applied at Melbourne Airport with a view to minimising the negative impact of noise on communities living adjacent to the airport.

- b. That the Technical Noise and Environment Working Group (TNEWG) be asked to consider if any improvements can be made to lessen the noise impact of departing aircraft, as experienced by residents living south of Runway 16, particularly at night.
- c. That more be done to promote the existence and application of noise abatement procedures at Melbourne Airport, including the availability of online tools to assist residents to understand what is happening and why.
- d. That the application of noise abatement procedures at Melbourne Airport be routinely monitored to assess compliance and demonstrate their effectiveness. This may require development of monitoring systems and/or the reporting format.

The recommendations have been embraced by Airservices and Melbourne Airport, and updates on progress relating to each recommendation are being provided at CACG meetings. In summary:

- Recommendation a. is now a standing agenda item on the TNEWG meeting agenda
- Recommendation b. has been considered and the TNEWG noted jets must use the full length when departing Runway 16 between 2300 and 0600, and jet noise abatement climb procedures apply to Runway 16 departures, however, they are unable to identify any further improvements at this stage
- Recommendation c - a noise abatement procedures fact sheet for Melbourne and a flyer for international airline operators, to remind pilots of the requirements and community concerns, are planned
- Recommendation d. - Airservices will continue to investigate individual flights for compliance when requested through the Noise Complaint and Information Service (NCIS) and consider whether it is feasible for the external data provider to extract regular reports on compliance for specific aspects of the Noise Abatement Procedures (eg Runway 16 departures) from the noise and flight path monitoring system.

Further information about the status of work on the four recommendations is available in Airservices reports and minutes of CACG meetings which can be viewed on the Melbourne Airport hosted CACG web site.

The other related issue that emerged is the manner in which Airservices records and reports noise complaints. Historically the number of individual complaints received was reported but this approach, which informed the NCIS work program for investigation of issues, was found to be deficient in that it led to an inefficient use of resources and meant adequate attention was not always able to be given to items raised and where improvements could be identified. On advice from the ANO, Airservices now records data relating to separate issues only, so where a person complains about the same issue on multiple occasions, it is only recorded as one complaint. While this approach is more useful for prioritising deployment of NCIS resources, the CACG believes the reported data does not adequately represent the level of concern within the community regarding the impact of airport operations.

The matter was referred to the Melbourne Airport Noise Abatement Committee and as a consequence, they plan to have a special meeting of interested members in late 2017 to consider options which may more acceptable.

#### **4. Curfews and noise sharing**

Consideration of this issue by the CACG is planned for the second half of 2017.

#### **5. Inappropriate development**

The CACG has devoted significant effort to this item and made a number of submissions to various Victorian Government enquiries. It also met with Minister and Shadow Minister for Planning to press for greater attention to be given to preventing inappropriate development. This is discussed more fully under *Strategy 3 - Airport Safeguarding* below.

#### **6. Ground transport**

The CACG monitors proposed changes to ground transport arrangements and comments accordingly. It made a submission in respect of the design of Airport Drive and pro-actively supports the construction of an airport rail link. A proposal by a Sunbury resident for the 901 Smart Bus route to be extended from the airport to Sunbury is being followed up with Public Transport Victoria but without any response so far.

Many of the issues raised by the public during question time relate to the proposed third runway and include: noise exposure, insulation of homes, compensation and health concerns. Melbourne Airport has advised most of these will be addressed in the RDP technical studies and the draft MDP when exhibited later this year.

The Keilor noise monitor (environmental monitoring unit - EMU) was relocated by Airservices Australia and although two alternative sites were trialed to identify a suitable permanent location and the CACG was briefed on the outcome of the trial, the consultation process did not meet expectations and led to some community anguish. The lessons from this experience have been noted by the CACG and Airservices, and the CACG will advocate for better consultation practices in future.

### **Strategy 3 - Airport Safeguarding**

As reported last year the CACG met with the Minister for Planning to discuss airport safeguarding<sup>6</sup> and the application of the Victorian Government's planning framework to achieve this. The government subsequently introduced a number of measures to enhance airport safeguarding, including amending the *State Planning Policy* by referencing the *National Airports Safeguarding Framework* as a mandatory document to be considered, committing to review the *Melbourne Airport Environs Strategy* and updating the Melbourne Airport Environs Overlay, launching a new website *Planning for Airports*, and conducting training on airport safeguarding for town planners.

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<sup>6</sup> Airport Safeguarding is the term used by the Commonwealth and state governments to describe protection of airport operations and communities living around airports from the impact of aircraft operations.

The review of the *Melbourne Airport Environs Strategy* has not commenced, although it is understood the Victorian Government has committed to updating it following the development of the 2018 Master Plan. The CACG is keen to see this work done at the earliest opportunity and will argue for further strengthening of controls and their application to ensure inappropriate development does not occur. This will avoid repetition of the planning mistakes made since the airport opened, protecting future residents from poor amenity and lifestyle outcomes, and securing the operational future of the airport.

The CACG is dismayed at decisions made to rezone land within the Melbourne Airport Environs Overlays that will allow inappropriate dense residential use despite it and Melbourne Airport having made submissions against this in response to proposed rezoning of surplus government owned land in the municipal districts of Hume and Brimbank City Councils. The CACG questions the veracity of the government's leadership on this issue when it is content to see its own land rezoned contrary to the principles of airport safeguarding and is concerned that these decisions set a precedent in relation to consideration of future proposals by private developers. The CACG believes the importance of airport safeguarding is not sufficiently well understood across government and consequently not enough attention is being given to it. More needs to be done and the CACG will continue to work to ensure the potential adverse impact of airport operations on current and future residents is minimised and the future operation of the airport is safeguarded.

#### **Strategy 4 - Sustaining the CACG**

Changes to the CACG meeting format are discussed under *Strategy 2 - Community Engagement*, above and were designed to make the CACG more effective - providing an increased opportunity for the community to comment and ask questions at the open meeting, and allowing CACG members to devote more time to consideration of issues at the pre-meetings.

After an extended period when the number of community members was less than the six provided for in the CACG's Terms of Reference and following the release of the Commonwealth Government's response to the review of CACGs and PCFs by Orima Research (including the issue of amended CACG Guidelines), the CACG developed *Recruitment Procedures* and recruited three new community members. Expressions of interest were invited by public advertisement from persons with an interest in joining the CACG. Applicants were shortlisted and interviews conducted by a panel comprising the Independent Chair, a Melbourne Airport officer and an independent person with community engagement experience. Interview questions addressed the selection criteria and three preferred candidates were identified, recommended for appointment and subsequently appointed.

The CACG held a strategy day in April. Induction training was provided for the new members and experienced members refreshed their understanding of their role and that of the CACG. A number of CACG structural questions relating to the work program, membership and meeting venues were addressed, and the CACG Terms of Reference were reviewed.

Members also provided input regarding planning for Melbourne Airport's 2018 Master Plan engagement and inspected airport airside operations and business park developments.

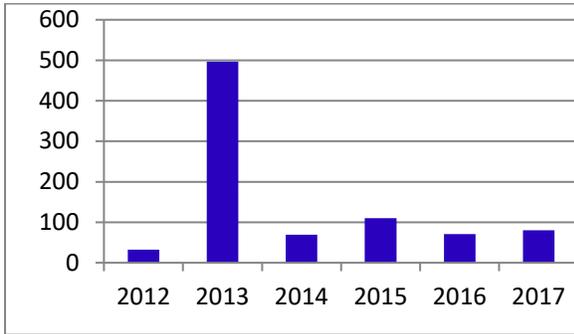
Consideration is being given to adding further members to the CACG but in the meantime, the existing team is settling in to a productive work routine.

## PERFORMANCE MEASUREMENT

The performance of the CACG over the past year, measured against targets set at the beginning of the reporting period, is shown in Table 1. Results for the 2015/16 year are also shown for comparison.

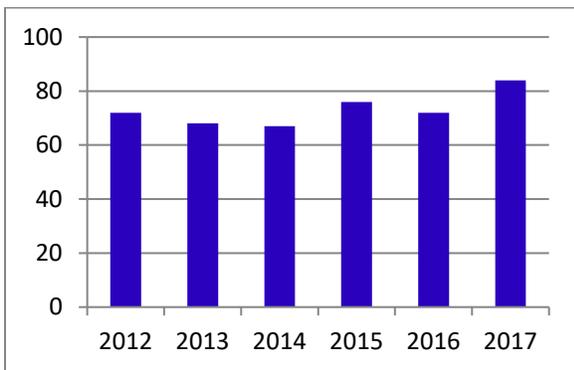
Item No.	Description	Measure	Target	Result 2015/16	Result 2016/17
1	Role	Number of meetings held and open to the public	4	4	4
2	Conduct of meetings	Total number of interested persons who attended meetings	100	71	80
3 a.	Effectiveness of meetings	Attendance by Group members	80%	72%	84%
3 b.	Effectiveness of meetings	Self-assessment rating by members on scale of 1 to 5 where: <ol style="list-style-type: none"> <li>1. totally ineffective (not worthwhile)</li> <li>2. of some use but falls well short of expectations (not very worthwhile)</li> <li>3. satisfactory performance but with significant areas requiring improvement (average)</li> <li>4. generally effective but minor opportunities for improvement (quite worthwhile)</li> <li>5. most effective in satisfying all requirements (very worthwhile)</li> </ol>	4	3.28	4.00

**Table 1 – CACG Performance 2016/17**



**Chart 1 - Community Attendance**

The CACG met its primary requirements, holding four meetings during the year. Eighty interested people attended meetings and while this was less than the target figure of 100, it was up slightly on last year.

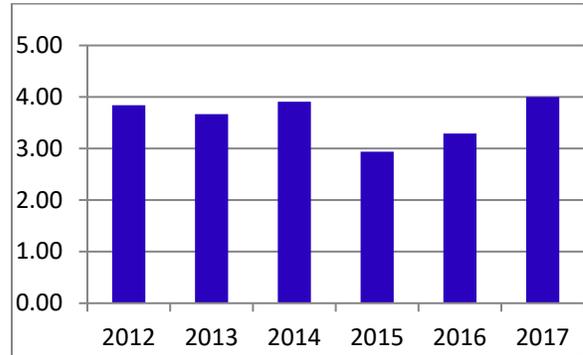


**Chart 2 - Member Attendance**

CACG member attendance was 84%. This was the highest since the formation of the CACG and above the 80% target.

## FINANCIAL INFORMATION

The CACG does not control funds or assets and while it is an independent entity, it is fully resourced by Melbourne Airport.



**Chart 3 - Meeting Effectiveness**

The wording of the 2017 members' survey was changed slightly and the survey was expanded to capture additional information.

A 93% return was achieved and (on average) members rated the CACG meetings as being quite worthwhile (4.00). 86% of respondents agreed the meetings add to their knowledge about airport planning, development, operations and their impacts. When asked about specific aspects of the meetings, members (on average) gave the following ratings:

Meeting organisation: 3.4 - 'Good to excellent'

Venue/catering: 2.8 - 'Good'

Content discussed: 3.1 - 'Good'

Relevance of information: 3.2 - 'Good'

Members also offered comments and made suggestions for improvement which will be used to inform planning for future meetings.

Melbourne Airport is operated by Australia Pacific Airports Melbourne as the "airport-lease company" for Melbourne Airport pursuant to the Commonwealth *Airports Act 1996*. The airport lease and the Act place a number of obligations on the operator regarding operation and growth of the airport. The Commonwealth Government requires all airports subject to the planning framework in the Act, including Melbourne Airport, to establish a community aviation consultation group. These formalised groups ensure that local communities have direct input on airport planning matters with appropriate arrangements for engagement with other industry stakeholders such as airlines and Airservices Australia where necessary.

The Melbourne Airport Community Aviation Consultation Group was established in early 2011 and satisfies this requirement.

## CONTACTS

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